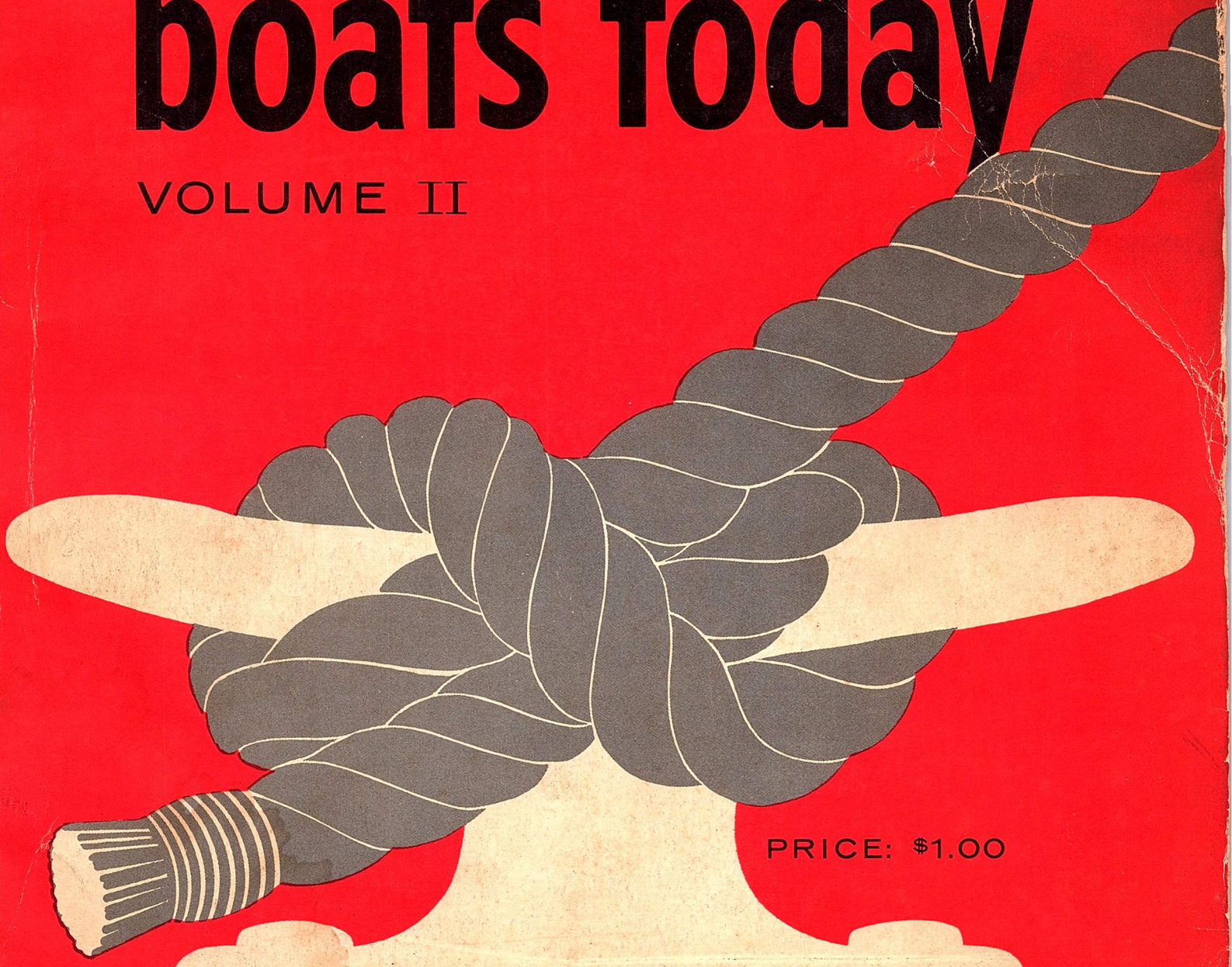
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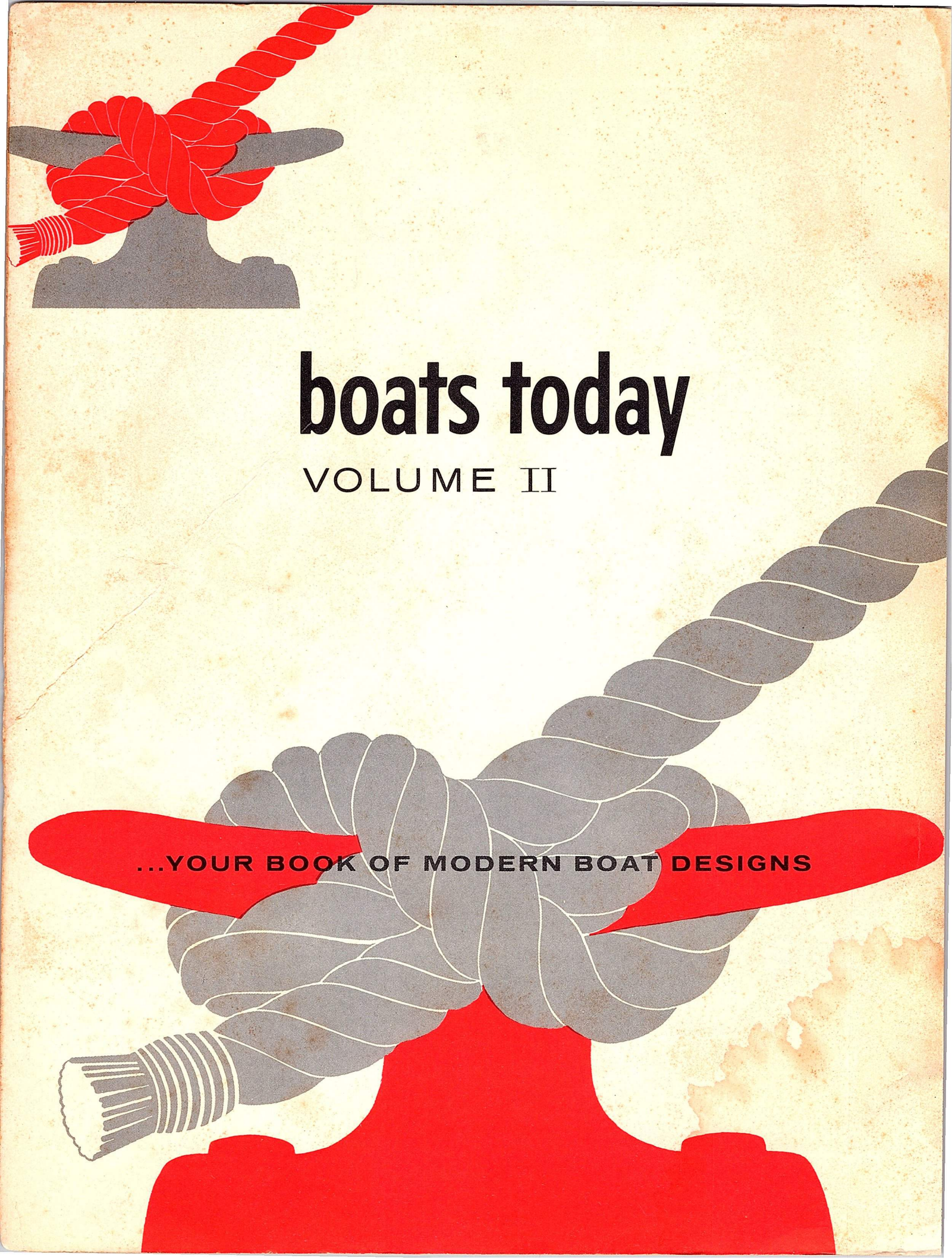
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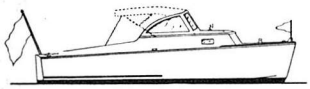
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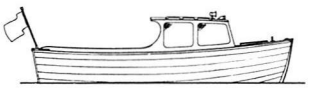
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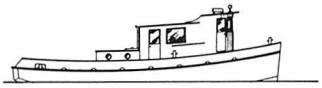
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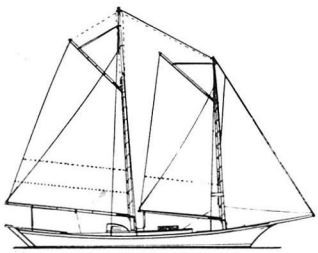
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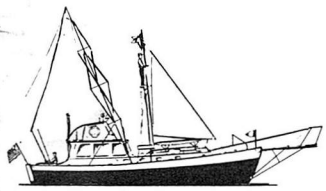
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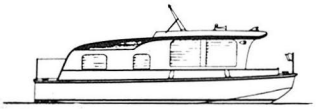
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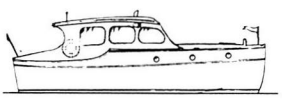
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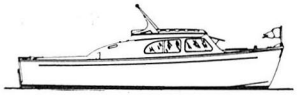
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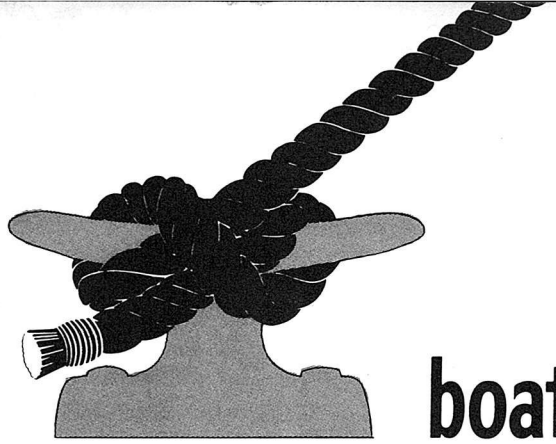


RAISED DECK CRUISERS



SEDAN CRUISERS

PLUS a bonus section of 25 new V-Drive cruisers, runabouts and sailing boats in popular sizes!



boats today

America's Biggest "Shopping Place" for New Boat Designs . . .

This is Volume II of "Boats Today." So successful was our first book featuring 101 modern boat designs that we were compelled to bring out this new and larger volume.

It is interesting to note that boatmen bought more copies of "Boats Today" than any other book on boat designs ever published. Many hundreds have told us they discovered their dream boat in this book; naval architects by the scores reported that demand for plans to their designs featured in this book was truly amazing, indicating the wide appeal of these fine boats.

Guided by this experience, we have selected an entirely new collection of boat designs — all carefully reviewed so that they will give you the widest choice of sizes and types. In these new designs you will discover many new features and clever "gimmicks" which add to the fun and safety of boating — whether it's power or sail.

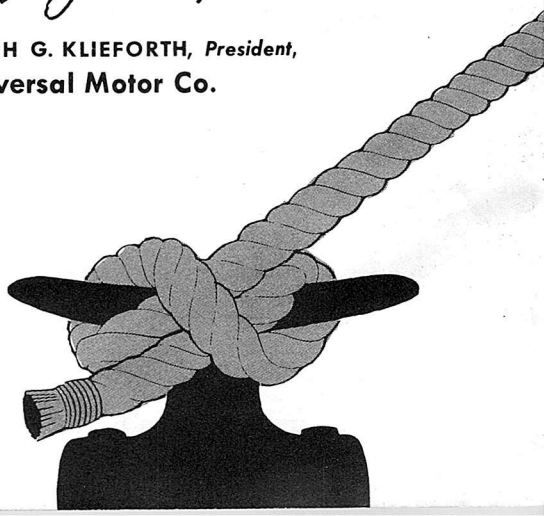
Indeed, we think you will agree that Volume II "Boats Today" is the best "shopping place" for a new boat design that you will find anywhere. Our thanks again go to America's foremost boating publications, RUDDER, YACHTING, BOATS, MOTOR BOATING, SEA and PACIFIC MOTOR BOAT, SKIPPER, SPORTS AFIELD, PACIFIC FISHERMAN, NATIONAL FISHERMAN and others, as well as the 88 naval architects whose works are included, for permission to bring you 151 modern boat designs and the special 25-boat section of modern V-drive designs.

We think you will have a special interest in this added section to "Boats Today." In it we introduce many new designs seen for the very first time, all specifically planned around the Universal "Aqua-Pak" — the 100% marine V-Drive which is integral with engine.

Today, boating is America's biggest family participation sport — a billion dollar industry. Why not count yourself in on the fun and relaxation only boating affords? Your local boat builder is experienced and equipped to build you any one of the designs shown in "Boats Today"—and do it quickly, economically with the assurance of years and years of pleasure for your whole family. If you would like to have names of builders near you, write me personally and I will see that you have this information quickly.

Ralph G. Klieforth

RALPH G. KLIEFORTH, ***President,***
Universal Motor Co.



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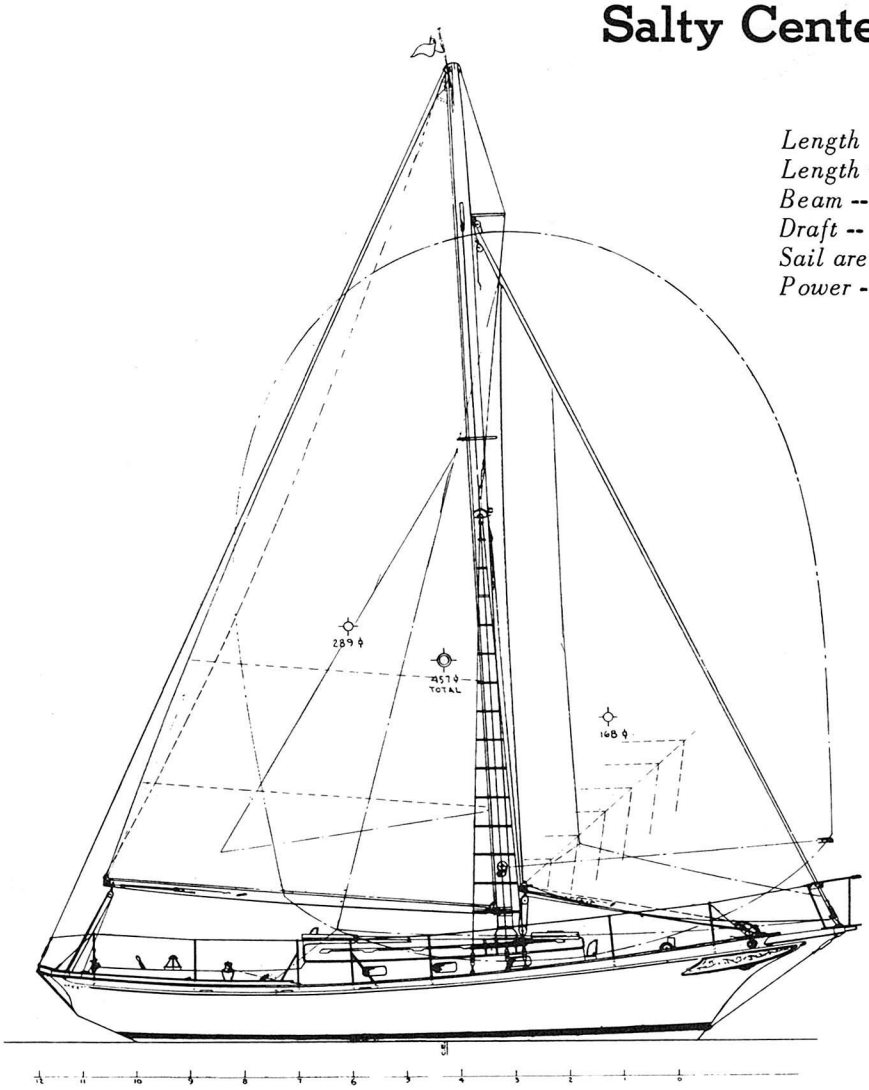
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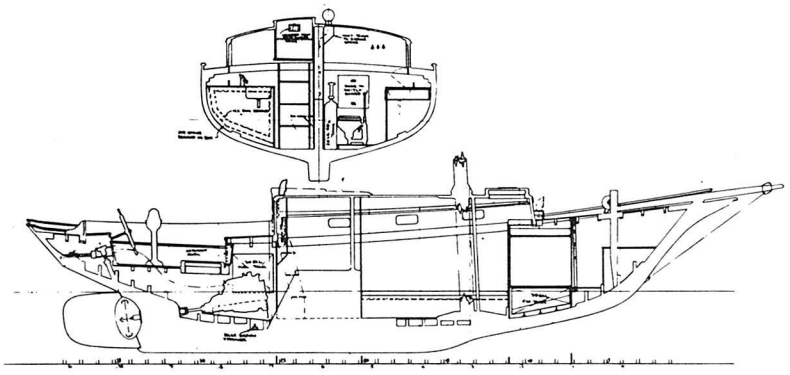
Salty Centerboard Sloop by Alden



Length over-all -- 31' 4"
Length waterline -- 23' 9"
Beam -- 10' 8"
Draft -- 2' 9"
Sail area -- 457 sq. ft.
Power -- Universal Atomic Four 25 H.P.

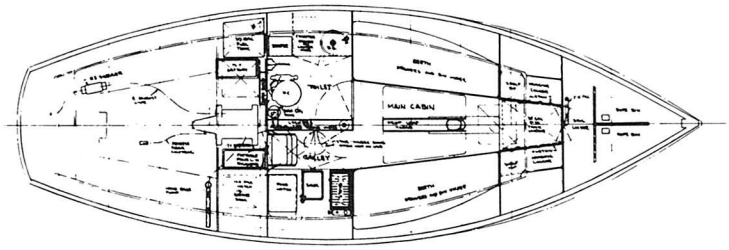
This very handsome clipper-bowed, centerboard sloop was designed by the firm of John G. Alden & Co., Inc., Boston, for a southern client. Requirements included shoal draft for shallow water cruising, a snappy appearance, speed, seaworthiness, and comfortable living accommodations for two.

Built to the very highest of specifications, using teak below the water to prevent worms, and all bronze fastened throughout, she makes a very staunch, able craft. Her short stern, sleek clipper bow complete with trail boards, lovely sheer, and low monkey rail give her character seldom found in a boat this size.



Below she has two generous sized hanging lockers, two large berths, extremely large toilet room complete with wash basin, clothes hamper, linen locker, and a complete and roomy galley. She is fitted with an automatic CO_2 fire extinguishing system.

Her engine is a Universal 25 h.p. Atomic Four, giving her a good turn of speed under power and also charging her starting and power batteries.

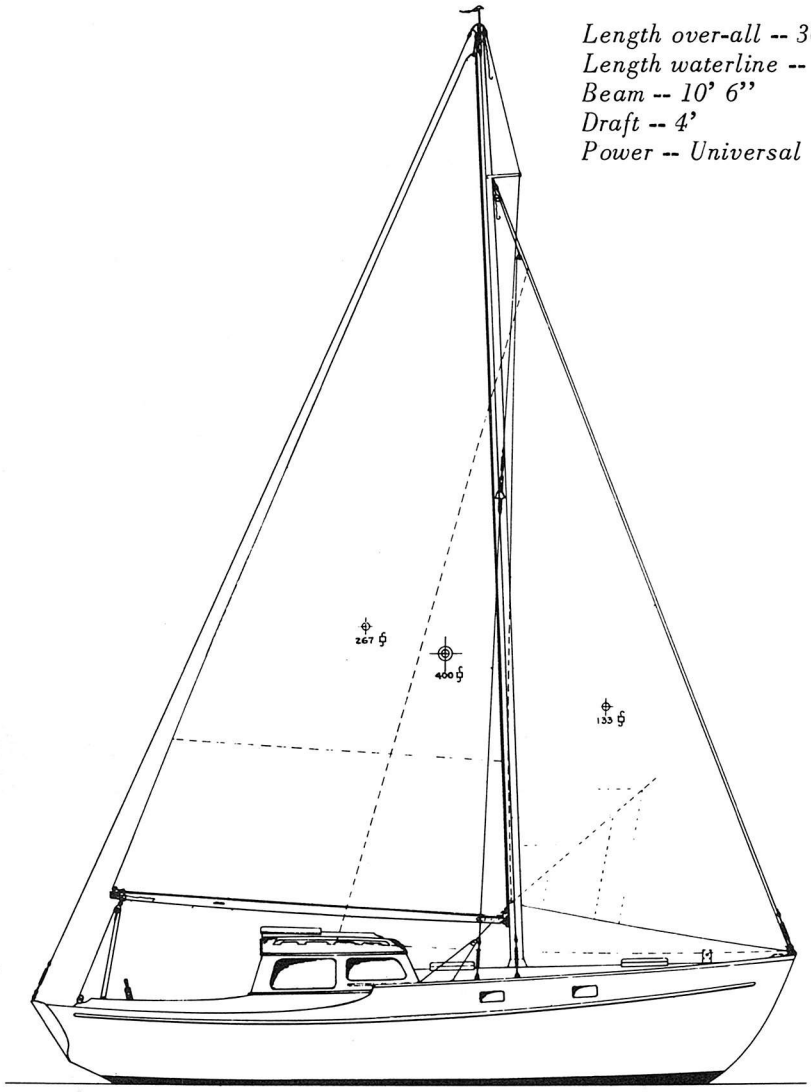


With her large self-bailing cockpit, roomy cabin, simple rig, shoal draft and extreme seaworthiness, this little boat makes an ideal cruising auxiliary that can go anyplace where there is three or more feet of water.

PLANS AVAILABLE
Write Universal Motor Company

Alden "Little Tramp" Motor Sailer

Length over-all -- 30' 9"
Length waterline -- 23' 8-1/2"
Beam -- 10' 6"
Draft -- 4'
Power -- Universal Utility Four 25 H.P.

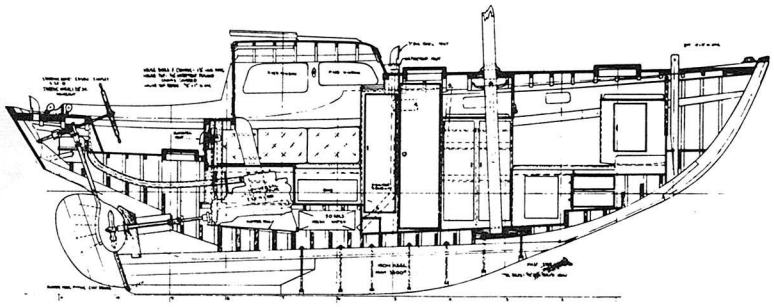


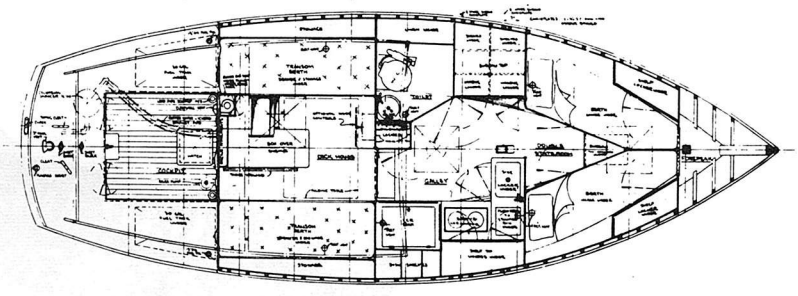
Designed to meet the needs for a relatively inexpensive boat that would furnish comfortable cruising for four persons, this 30' 9" sloop-rigged motor sailer has more than lived up to expectations. Her generous beam of 10' 6" on a waterline length of only 23' 9" gives much room in her spacious cabin. Her 4' 0" draft, although shoal enough to allow her to enter places deeper boats must avoid, provides her with plenty of ability as a sailer. She is stiff, dry, and able and sails very well for a boat of her type with her 400 square feet of sail. The inboard rig is very simple and easy to handle.

Her power is furnished by a Universal Utility Four which drives her along at a good pace.

She has a very roomy deckhouse with two transoms and plenty of stowage space. Amidships she has a very complete galley with stove, sink, icebox and ample locker space. Forward of the galley are located two berths with back rests which could easily be hinged up to form upper berths, making it possible to cruise six aboard this thirty-footer. Forward is found the enclosed toilet room with its wash basin, clothes hamper and ample locker space.

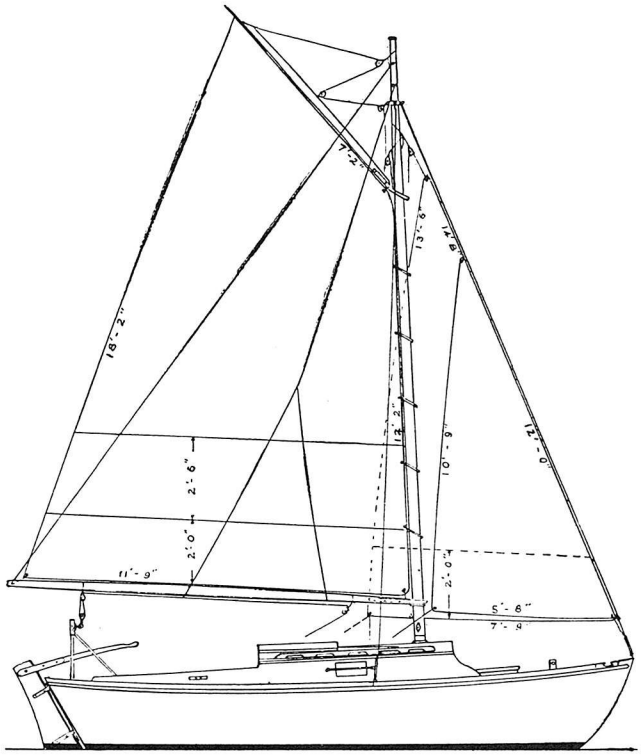
Many of these attractive raised deck boats have been built and all have proved very successful.





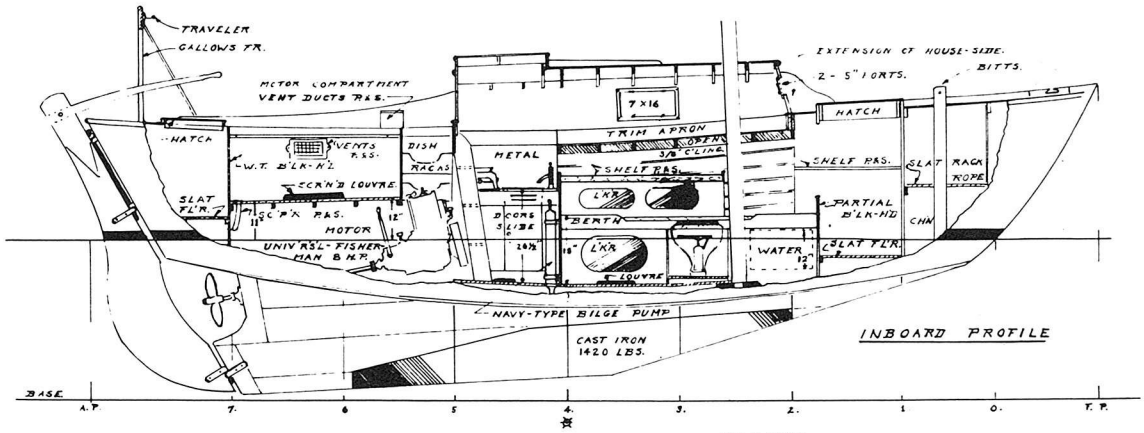
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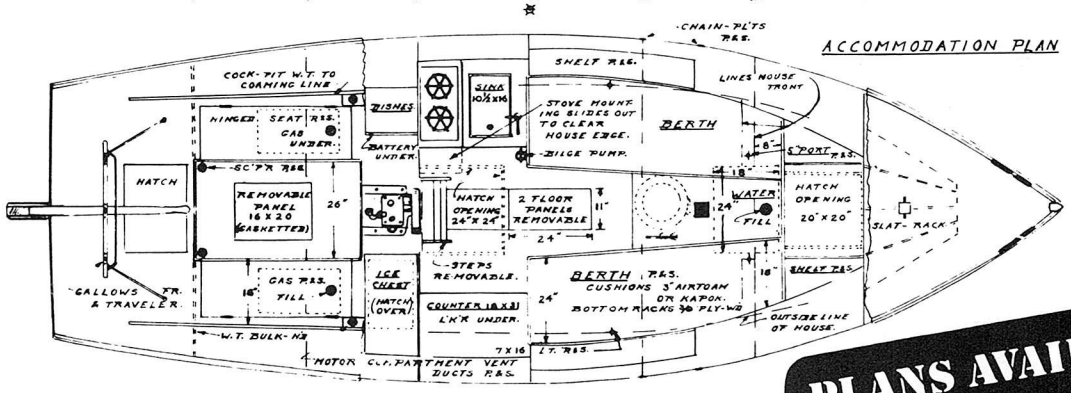
"Sea Dog" Auxiliary 24 Ft. of Planned Economy



L.o.a., 24' .0" L.w.l., 20' .0"
Beam, 8' .0" Draft, 3' .7"
S.A., 330 sq. ft. Disp., 5900 lbs.
Aux. power, Universal
8 h.p. Fisherman

This practical little cruiser is the keynote of an expandable plan from the board of Floyd E. George, Grand Rapids, Michigan. Construction is modified skip-jack with pleasing contours in the topsides. Below deck: two berths, toilet, complete galley and ample locker and stowage space. Sail area of 330 ft. in a snug gaff-headed rig and a Universal Fisherman 8 h.p. motor to take over when needed at 6 honest miles per hour complete the economy.



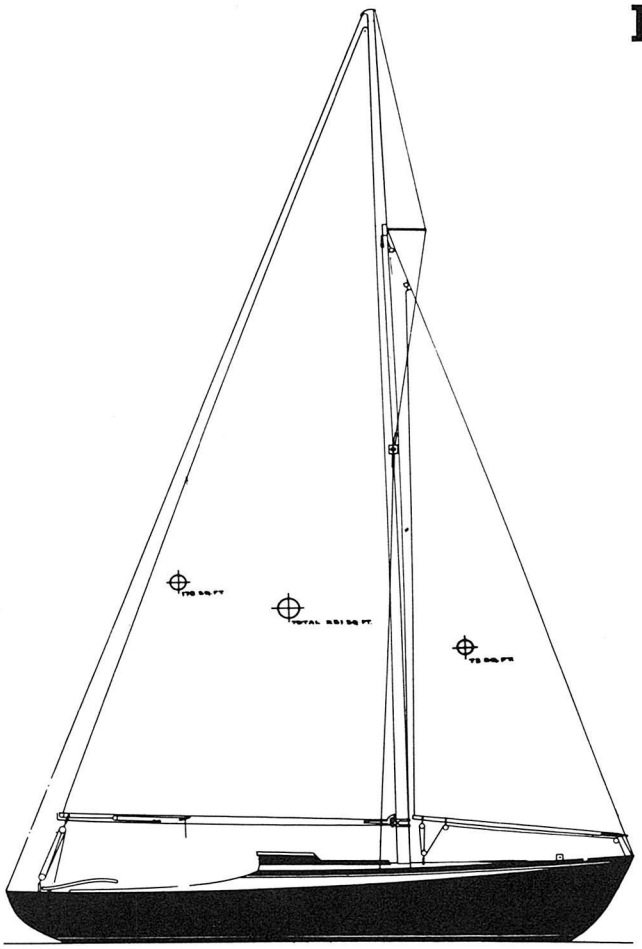


GENERAL ARRANGEMENT OF 24 FT. INBOARD AUXILIARY

PLANS AVAILABLE
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A Lot of Boat in 22 Feet

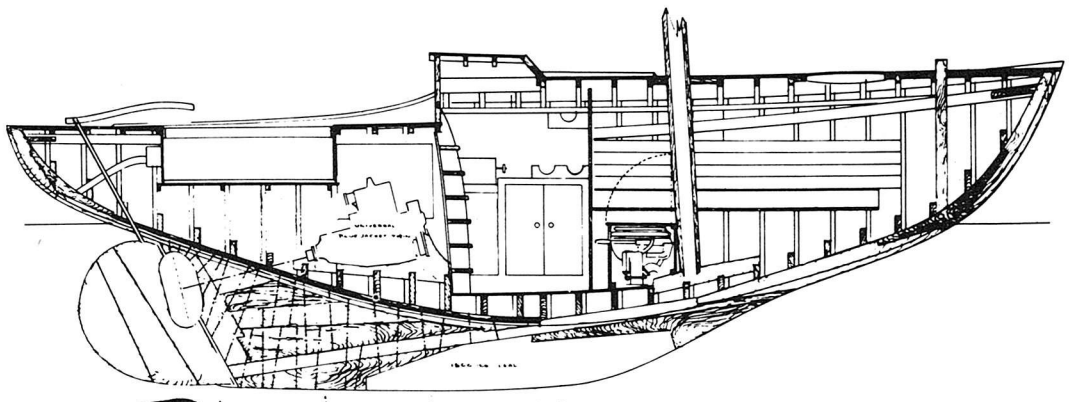
New Sloop by Sweeny

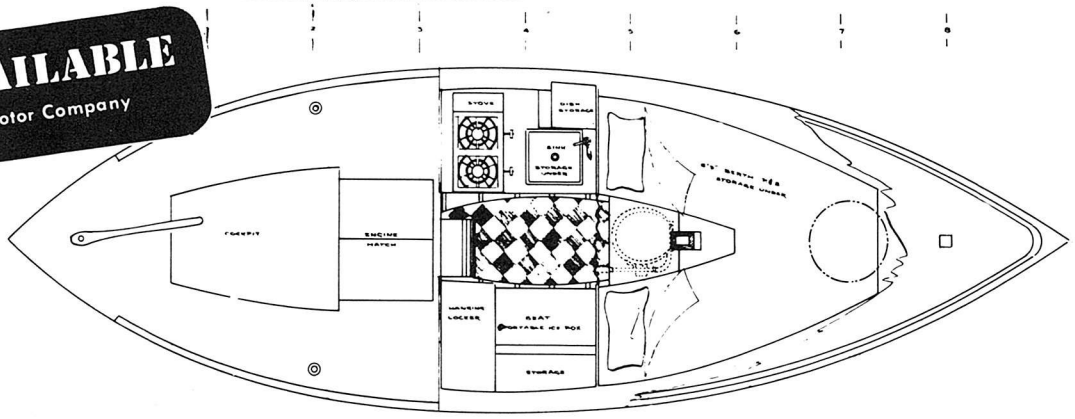


Designer David J. Sweeny of Burton, Washington, shows a capable little 18' W. L. sloop with good cruising accommodations for two. The galley, while not spacious, is more generously appointed than is usual in a boat of her size. With the wide hatch opened, the cook has plenty of room for stretching while working at the stove or sink. A large portable icebox will go under the starboard seat. The large hanging locker and considerable storage area will add to her cruising comfort.

Construction is strong with backbone timbers of oak, planking of 7/8" Port Orford cedar and framing of 1¼" x 1½" oak spaced 9" on centers. All outside trim, rail cap and sliding hatch to be of mahogany.

The general dimensions are: l.o.a. 22' 6", l.w.l. 18', 7' 1" beam, 3' 6" draft. Sail area is 251 sq. ft. Auxiliary power is supplied by a dependable Universal Blue Jacket Twin of 12 hp.





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Deering 24-Ft. Auxiliary Knockabout Sloop

This design is of the V-bottom type and was developed with amateur builders in mind, using sawn frames and plywood planking.

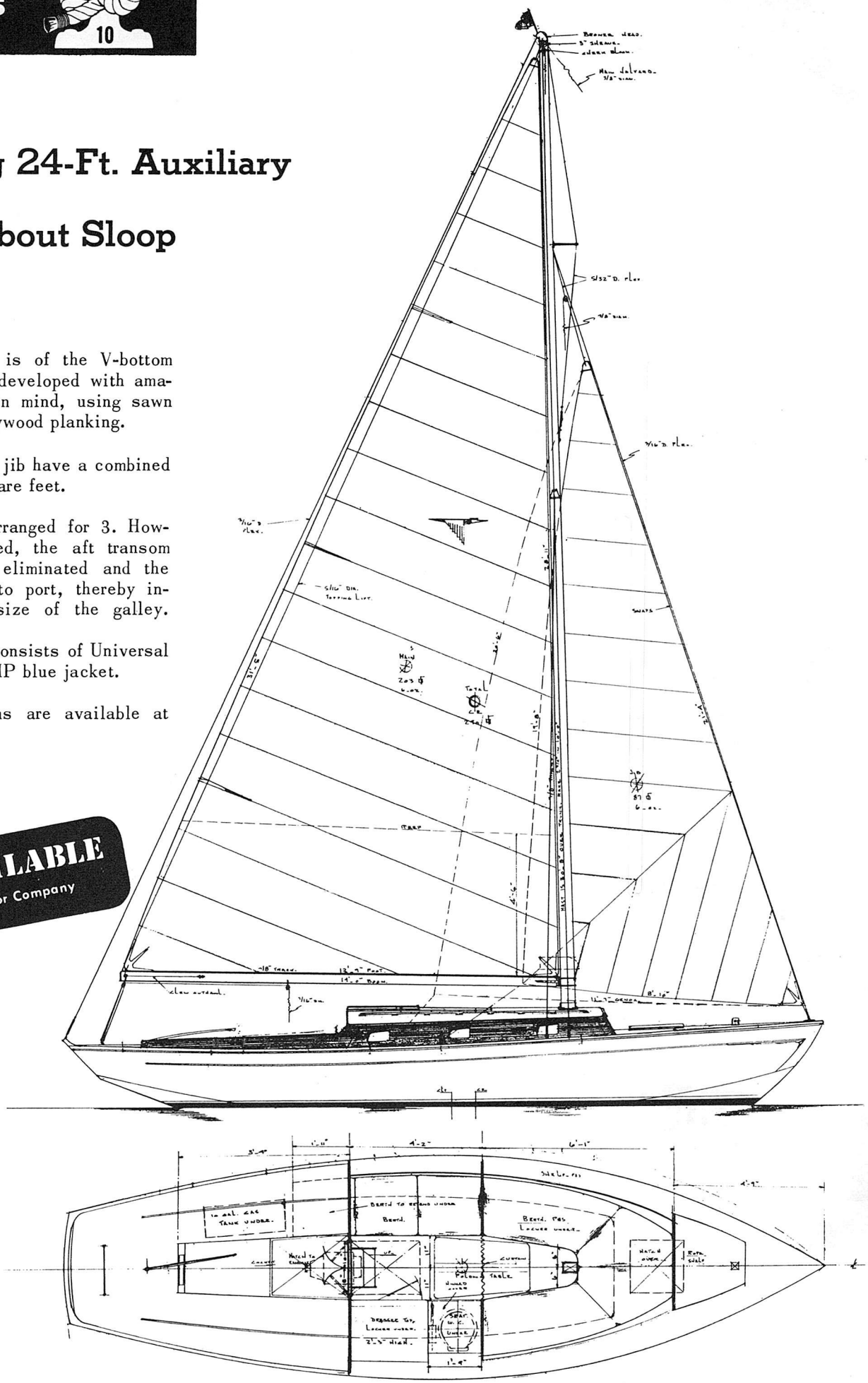
The main and jib have a combined area of 290 square feet.

Berths are arranged for 3. However, if desired, the aft transom berth can be eliminated and the toilet shifted to port, thereby increasing the size of the galley.

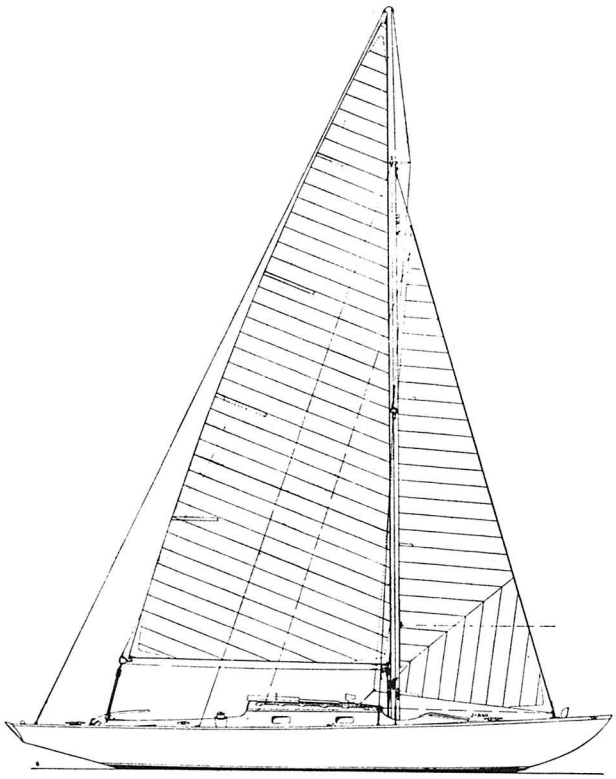
Power plant consists of Universal 2 cylinder, 12 HP blue jacket.

Building plans are available at nominal cost.

PLANS AVAILABLE
Write Universal Motor Company



"SALLY," OF EDGARTOWN, BY NORGE



L.o.a., 33'5"	*L.w.l., 21'2"*
Beam, 7'2"	*Draft, 5'0"*
S.A., 387 ft.	*Displ., 6900 lbs.*
Auxiliary, Universal Atomic Four	

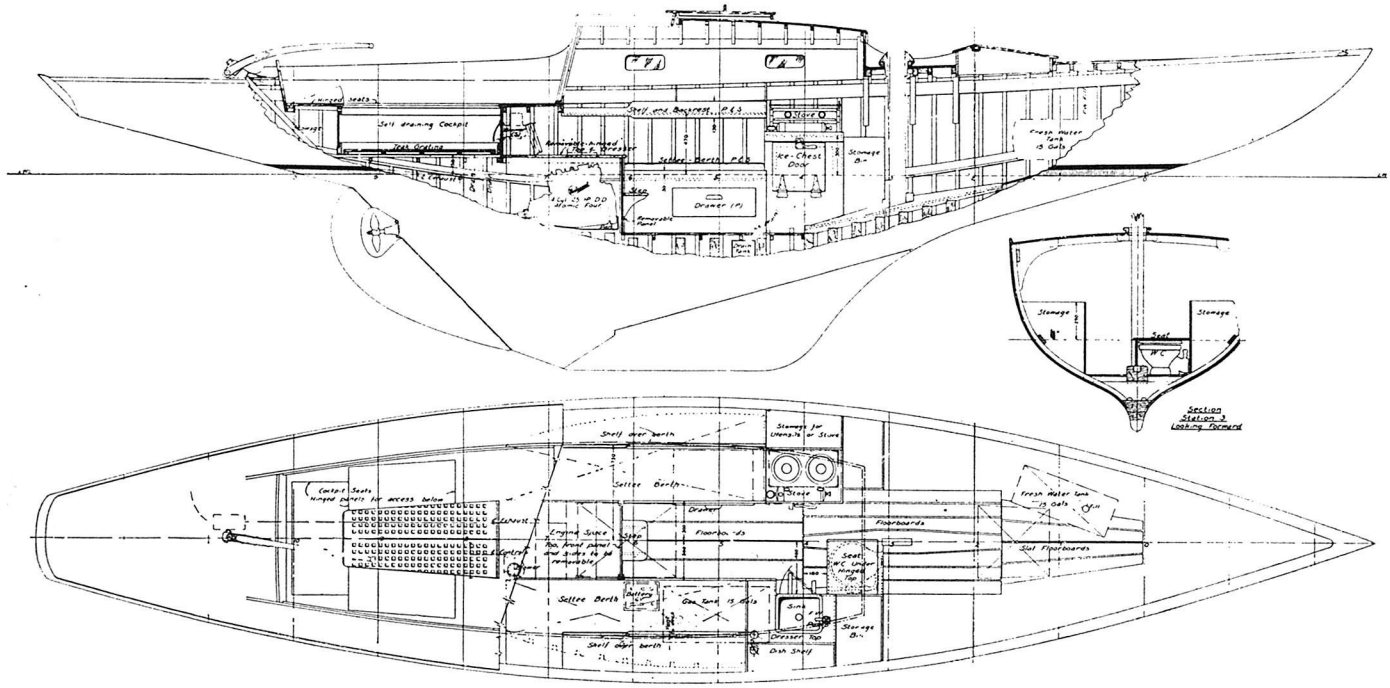
THE OWNER of this new sloop from Edward R. Weber's design, William A. McAfee, of Edgartown, Mass., formerly had a Dragon Class sloop and wanted something of similar type but a bit larger, with accommodations for limited cruising. She was built in Norway during the winter and was due for delivery at the Norge Boats yard at Rowayton for the finishing touches in May.

Sally is of light displacement and racing type, and as she will be used in the breezy waters of Nantucket Sound her rig has been kept moderate in area. She has running backstays, in addition to a permanent one, an arrangement Mr. McAfee has found desirable for making the headsails stand efficiently. A Universal Atomic Four of 25 hp. is expected to drive her 6½ to 7 knots.

Primarily a day sailer with racing possibilities, she nevertheless has cruising quarters for two, with a well equipped galley and boxed-in toilet forward. The cabin has 5'3" headroom and her cockpit is roomy.

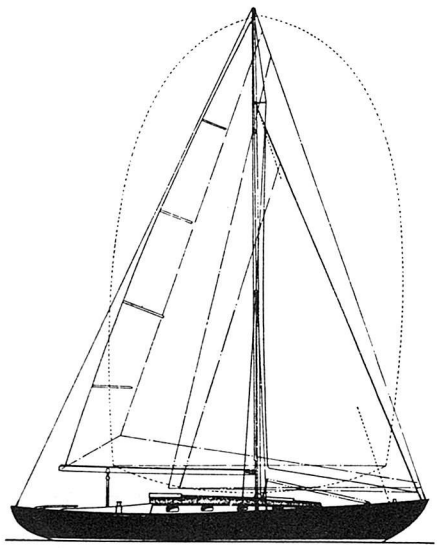
Her keel, stem, frames and deadwood are of white oak; planking, Oregon pine; trim, mahogany; decks canvased; and she has a hollow mast and stainless steel rigging. Sails, which include a genoa, are American-made, by Hathaway, Reiser & Raymond. She carries 16 gal. each of water and gas in tinned copper tanks. For ballast, she has a 3400-lb. chunk of iron on her keel which should make her stand up to the fresh afternoon sou'westers of her Martha's Vineyard home waters. Galley equipment includes an icebox, a stainless steel sink and a two-burner Sea Cook stove.

While not a boat to appeal to the dyed-in-the-wool cruising man, *Sally* represents a type that is coming back into popularity; a combination of racing-boat performance under sail, day-sailing comfort for a good sized party, and enough cabin accommodations and auxiliary power to make short cruises practicable and far more comfortable than the "camping-out afloat" scale of living provided by an out-and-out class racing type of boat. She should do well in both closed-course and short coastwise handicap racing.



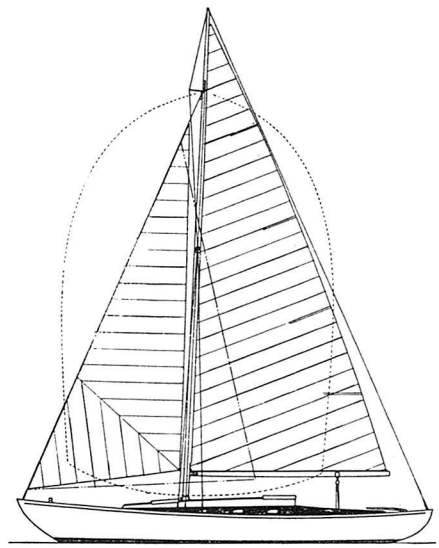
Courtesy YACHTING MAGAZINE

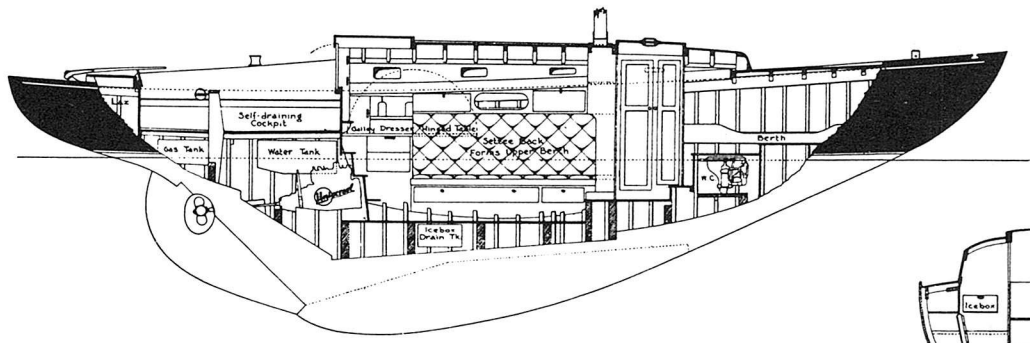
A FAST NORWEGIAN-AMERICAN DOUBLE-ENDER

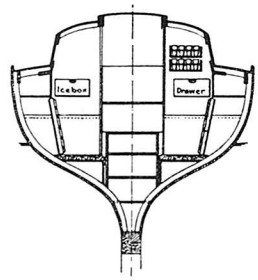


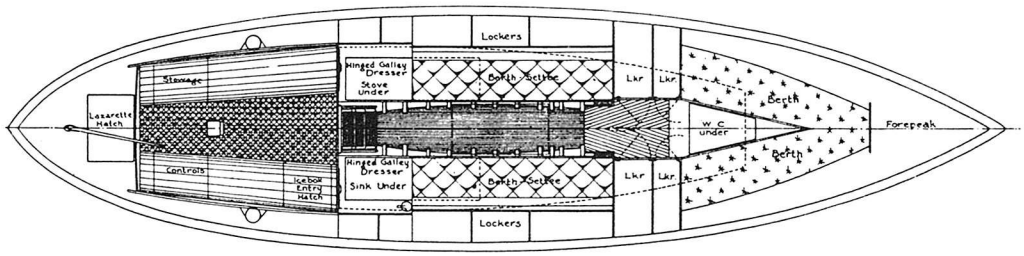
L.o.a., 32'8"	*L.w.l., 26'6"*
Beam, 8'2"	*Draft, 5'9"*
Power, Universal "Atomic-4"	

"WINDY TOO" WAS IMPORTED last season by Wilbur L. Scranton, of Milford, Conn., from Norway through the agency of Norge Boats, Darien, Conn., and is the first example seen here of the Fortuna class fast cruising sloops, designed by C. C. Stephansen of Norway. A slim, double-ended, light displacement hull with nearly half her weight in her keel, she proved fast in her races last season. Alternative racing (at left) and cruising sail plans are shown, the former with masthead foretriangle. She is oak framed, Oregon pine planked and bronze screw fastened.









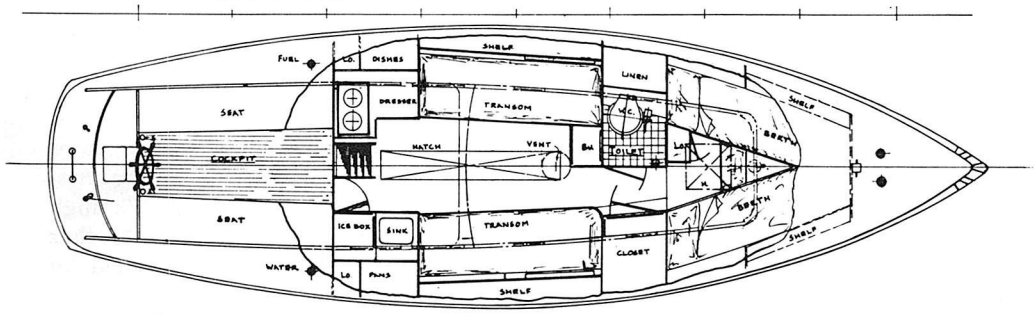
Courtesy YACHTING MAGAZINE

Comfortable 32' Sloop

by Eldredge-McInnis

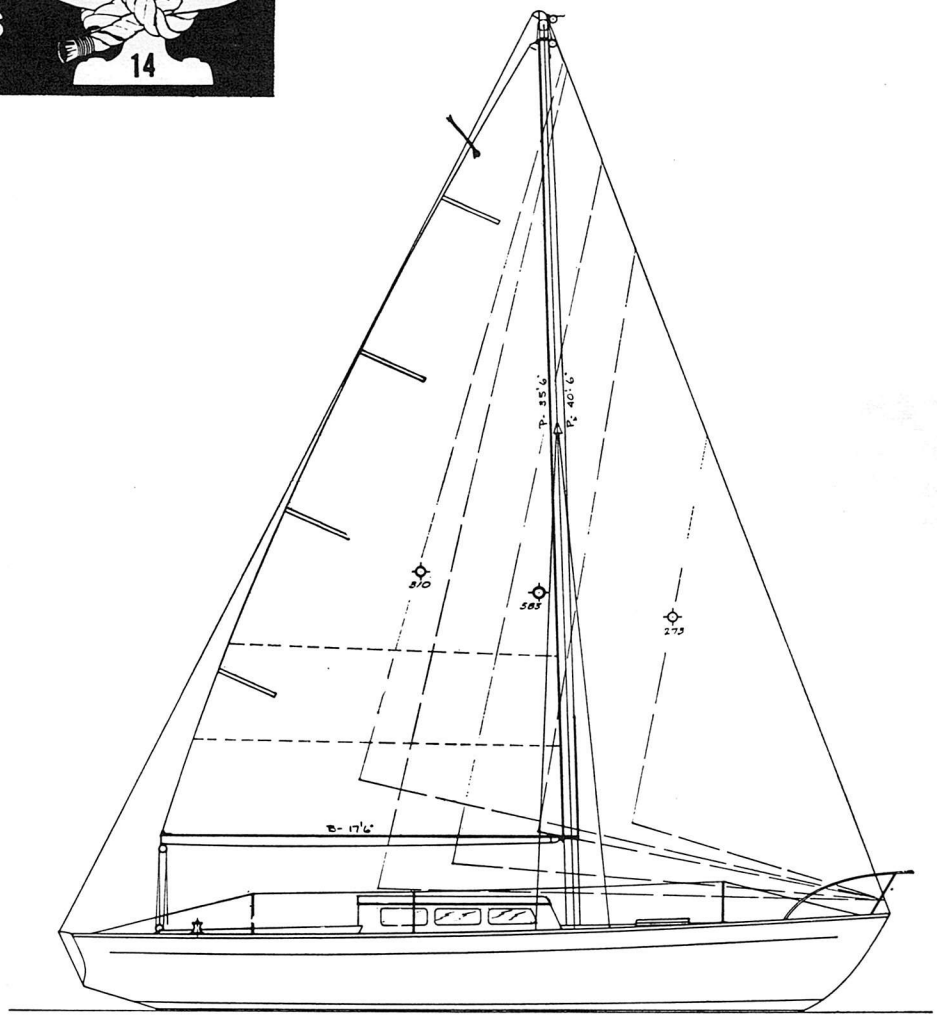
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Write Universal Motor Company

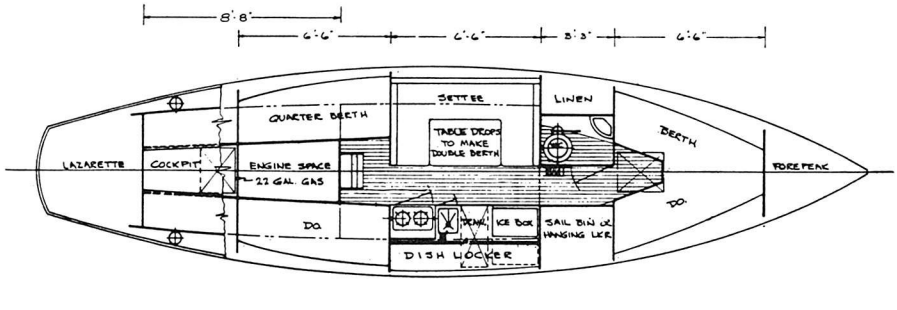




This is the most recent yacht built for her designers -- Eldredge-McInnis, Boston, Mass. She was delivered in July, 1955, and is an exceptionally comfortable cruising auxiliary, combining maximum accommodations for four in a 32' overall sloop. Waterline length is 25' 7"; beam 9' 8" and draft is 4' 9". The doghouse is for additional light and air as there is minimum headroom throughout the boat of 6' 2" with 6' 6" in the galley section. Her rig is all inboard and easily handled. The design has the unique feature of a removable icebox for winter storage.

The Universal 25 H.P. Utility Four provides all the power necessary at the desired R.P.M. Several other sloops of this design are contemplated.





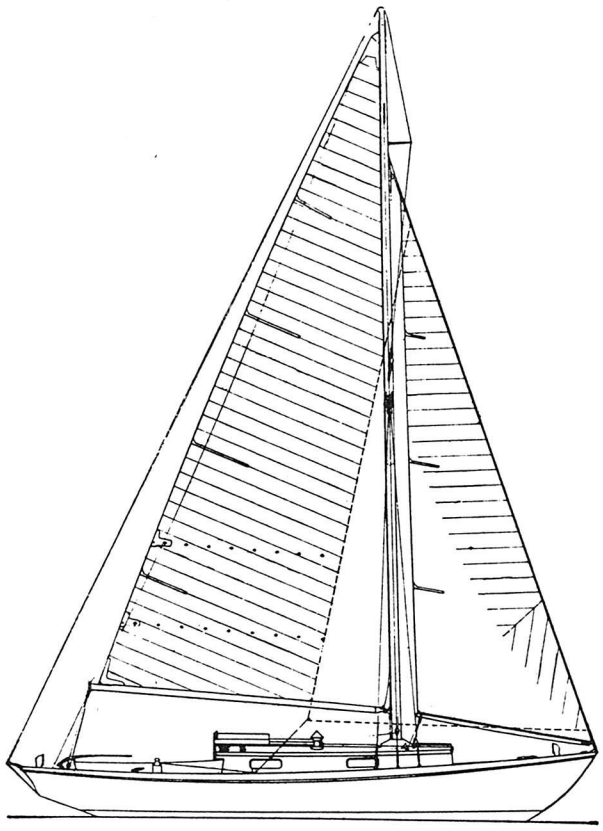
Twin 36-ft. Sloops Being Built by Chapman

BILL LAPWORTH has now laid out the lines of a moderate-displacement, normal-sheer sloop that falls about half way between the very successful *Madcap* and *Nalu II*. The new class, known as L36, is not too far off the K38 size. Length is 36 ft. overall and 28 ft. waterline with 9 ft. 6 inch beam. The lead will be 4500 lbs. with 583 sq. feet of sail area and a CC of A rating of 28. Accommodations are laid out with the quarter-berth and table at midships going to a double bunk idea as per the very fine arrangement in the *Bagatelle* (also arranged by Lapworth).

The engine is to be a Universal Fisherman 8 hp. with magneto and no battery or wiring in the boat. All building and construction is to be of the finest, but details are being reduced to allow the boats to be built at minimum cost. A large trunk allows a light and airy main cabin with plenty of deck space forward and a large day sailing cockpit. These boats should fall into just the right size for family cruising or ocean racing at minimum cost and upkeep.

In addition to Lapworth as designer and Carl Chapman as builder, the boats are incorporating the best ideas of the two owners, George Griffith, ex-skipper of the Honolulu racer *Pajara* and Bob Allan, sailing master of the *Bagatelle* and ex-Star and Rhodes 33 high point champion. Several other boats of the L36 class may start construction after these are launched in August.

Courtesy SEA & PACIFIC MOTOR BOAT



"FIDELIA" OF EDGARTOWN

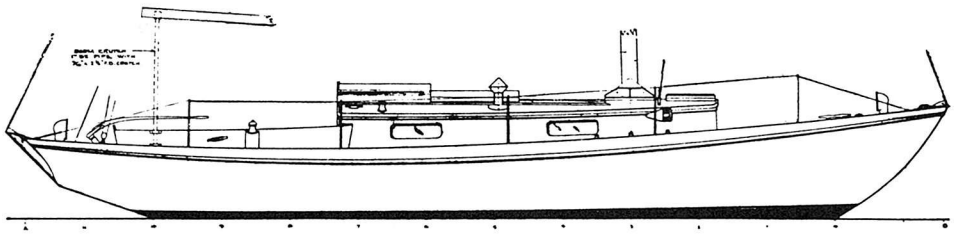
FIDELIA was designed for Alexander O. Vietor of Edgartown, Mass., by Francis S. Kinney, and Robert E. Direcktor built her in 1954. Her sloop rig has ample sail for the Vineyard's fresh breezes, and she cruises at 5½ knots under an Atomic Four Universal auxiliary. She won her first race at Edgartown on corrected time.

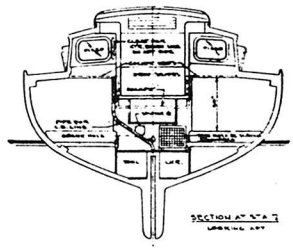
She sleeps four, two in the forward compartment, in which a removable central section makes a wide double bed, and two more on main cabin berths that extend aft under the deck. The cockpit is roomy, and has slanted-back seats. Two wide sliding companion hatches open up the after half of the cabin trunk top so that one can cook standing up.

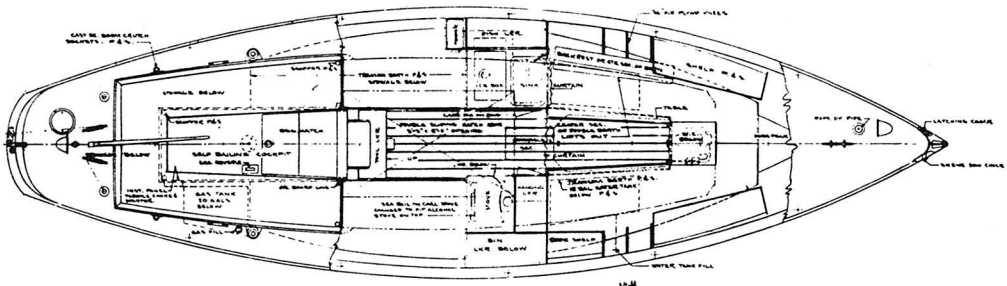
Framed entirely in white oak, she is planked with Philippine mahogany, has canvas-covered plywood decks and bronze fastenings. Sails are by Hathaway, Reiser & Raymond.

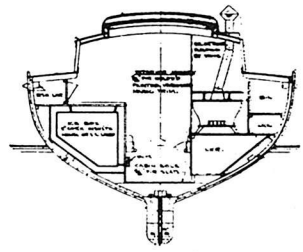
An unusual feature is a recessed lightning conductor from the permanent backstay down through the transom and horn timber to the water. The mast is stepped on metal beams, and can be swung down aft. She is a development of the *Santa Maria*, published in October, 1950, YACHTING.

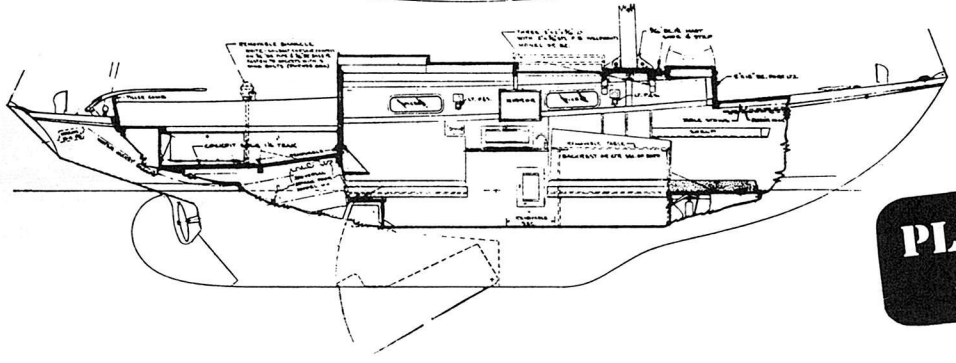
L.o.a., 29'0"	*L.w.l., 21'3"*
Beam, 8'4"	*Draft, 3'0"*
S.A., 350 ft.	*Disp., 8,000 lbs.*
Auxil., 25 hp. Universal Four	





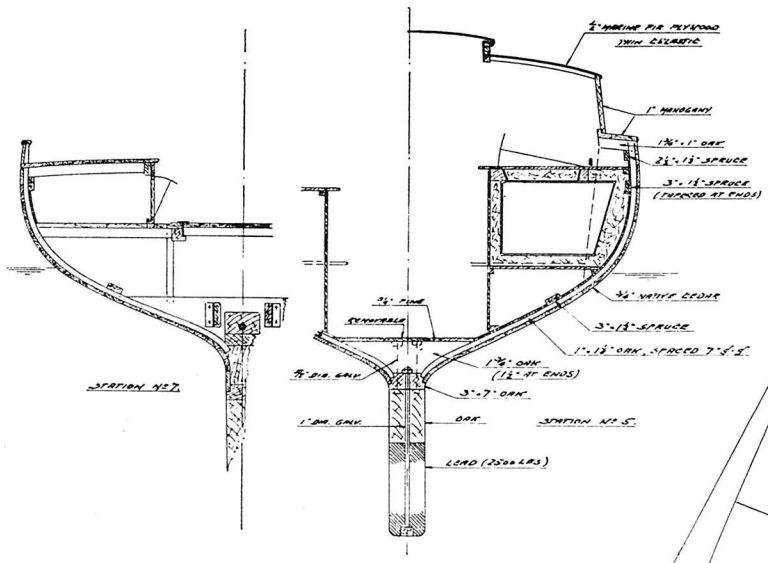


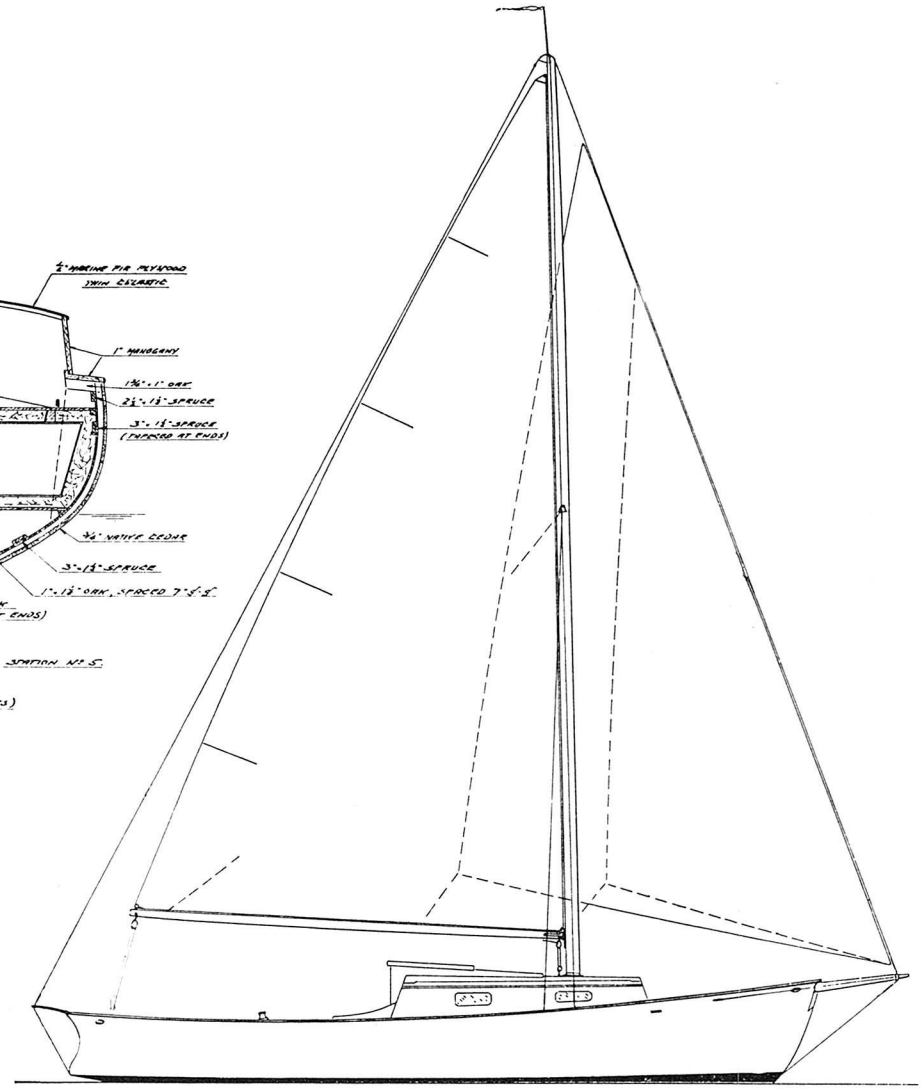




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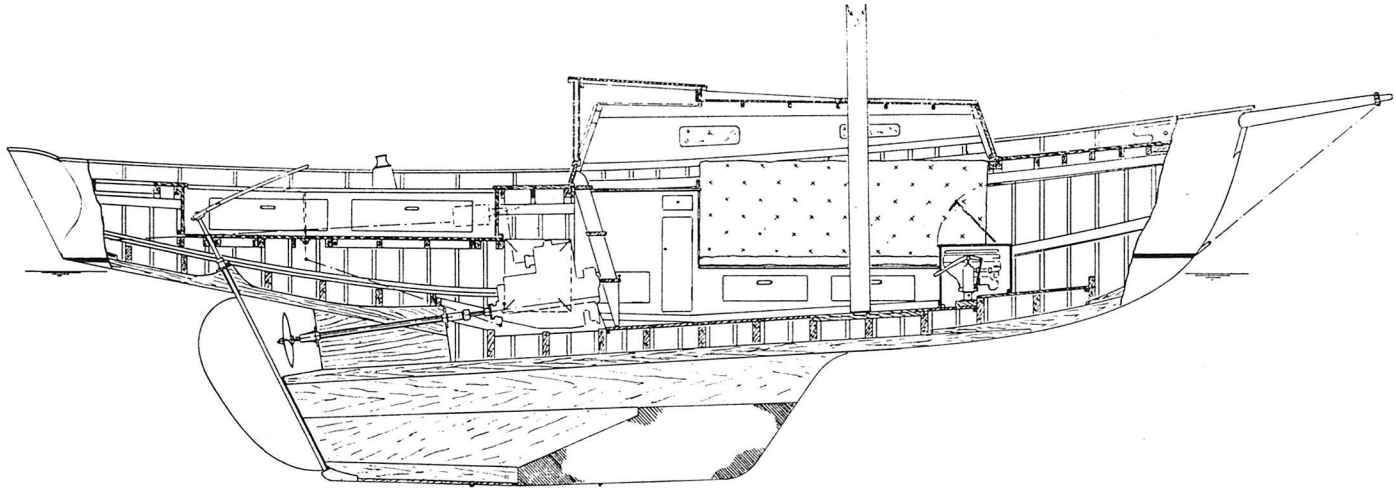
Auxiliary Sloop

26' x 22' 3" x 7' 7" x 4' 6"

GEERD N. HENDEL of Camden, Me., designed this sloop for Dr. Arthur M. Joost, Jr., of Bucksport, Me. Her displacement is 6,500 pounds and her sail area 393 square feet.

Although she is primarily a day boat cruising accommodations are provided for two people. The designer says, "The deck arrangement is not conventional, but it has proved satisfactory on my own boat, of which this one is almost a true copy. The forward deck has a 6 inch high bulwark around it, a safe place from which to handle gear. The cabin trunk is wide in order to provide space below."

Gas and water tanks are of Monel and power is furnished by a 12 horsepower Universal Blue Jacket Twin. Fastenings are of Everdur.



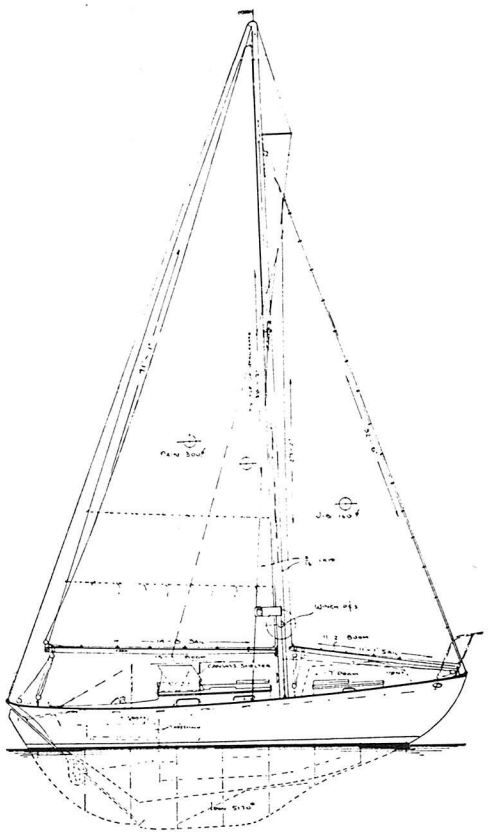
Courtesy RUDDER MAGAZINE

"BIGGEST 30-FOOT BOAT," BY GARDEN

WILLIAM GARDEN, 1403 West 45th St., Seattle 7, Wash., designer of the sloop shown here, tells us that she was designed for Dean Ross, of Pomona, California, who belongs to a "30-Foot L.O.A. Club" and therefore wanted the largest practical 30′ boat. She will be used for racing in this 30′ group and for coastwise cruising. The design was worked out from that of a successful sloop 36′ o.a. but of about the same waterline length, and in smooth water at least this one is expected to come up with a performance fairly close to that of the 36-footer.

The influence of the longer boat is quite evident in looking at the profile, for this boat has a height of rig and depth of keel that seems to belong to a larger boat, and her ends have evidently been chopped off to keep her within (half an inch within) the 30′ limit of over all length. She is certainly a big boat for her length on top, with beam carried well out toward her ends and accommodations to match.

She is laid out to cruise three in comfort, with ample stowage spaces, an enclosed toilet, and a workable galley, while the cockpit will seat a good-sized day sailing party. The small trunk forward of the mast gives headroom in the forecastle, an unusual feature in a boat of this over all length, and has a hatch which provides both access and ventilation.

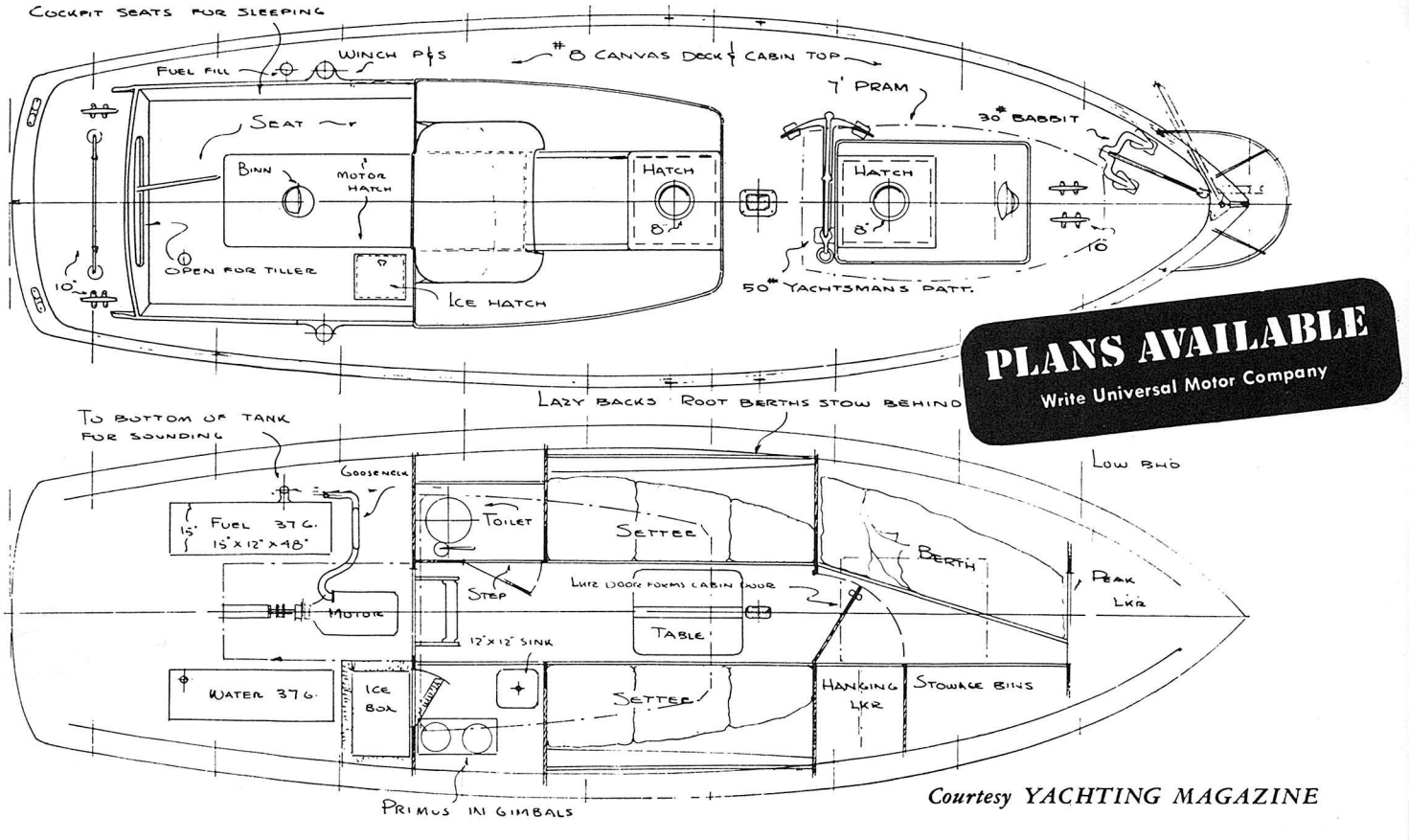


L.o.a., 29′11½″	*L.w.l., 22′8″*
Beam, 9′0″	*Draft, 5′3″*
S.A., 460 ft.	*Auxiliary Universal*

The boat was set up at a builder's plant in Seattle, then "knocked down" and the parts shipped to Mr. Ross, who assembled the hull and finished her up. She is planked with 1⅛″ mahogany, with bent oak frames. Other structural members are Alaska cedar. The auxiliary engine is a two-cylinder Universal. Rigging is of stainless steel and spars of spruce. She carries 37 gallons each of gasoline and fresh water in galvanized tanks, and has a Primus stove for cooking. The ballast weighs 5170 lbs., all outside on her deep keel, which should give a lot of stability.

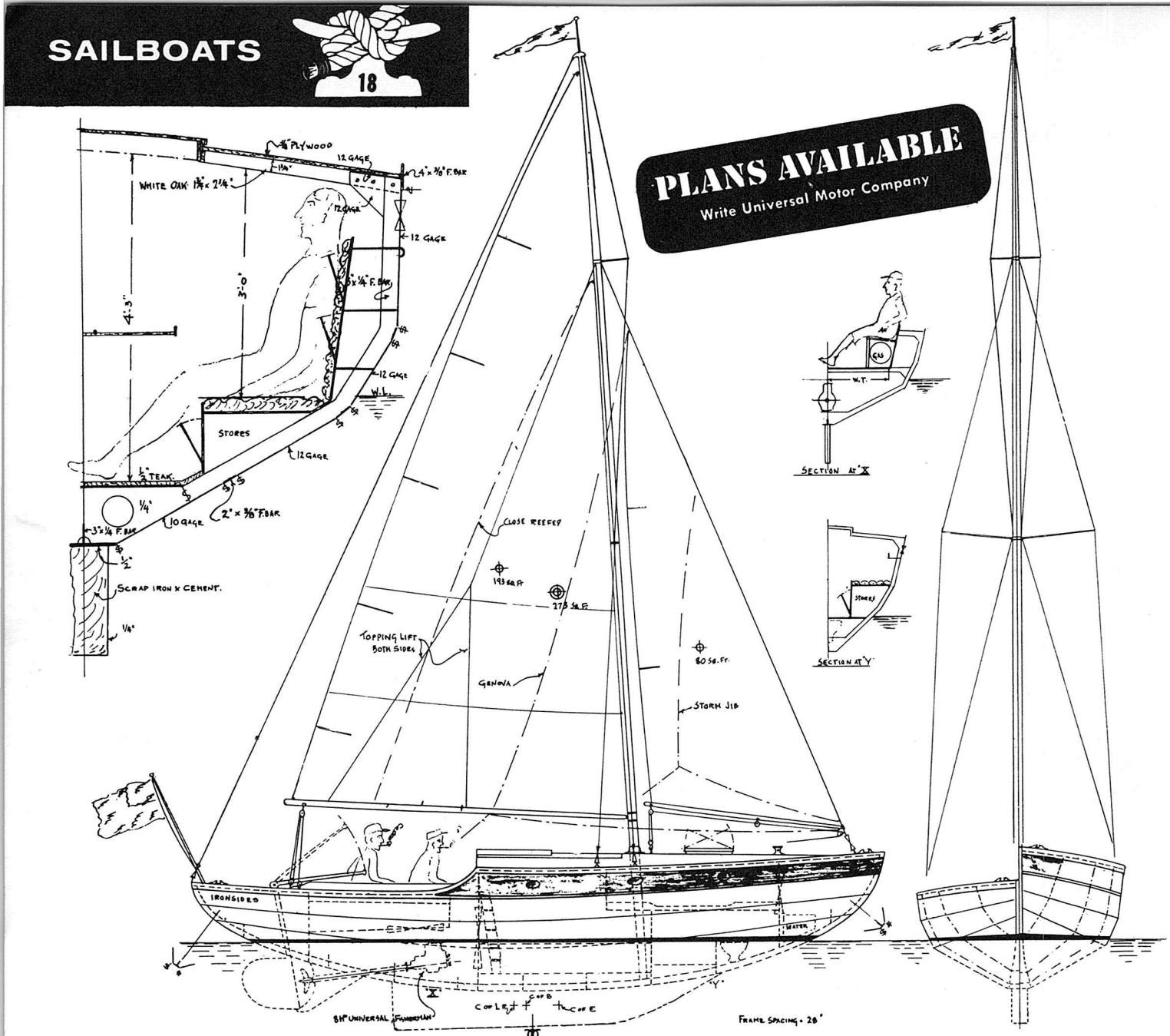
The rig has a high aspect ratio, and can carry a good deal more than its measured 460 square feet when either the genoa jib or spinnaker is set. In a longer over all boat of otherwise similar proportions it would probably have been a bit longer on the base, but "inboard rigs" are a modern fetish which govern sail plan design in many boats.

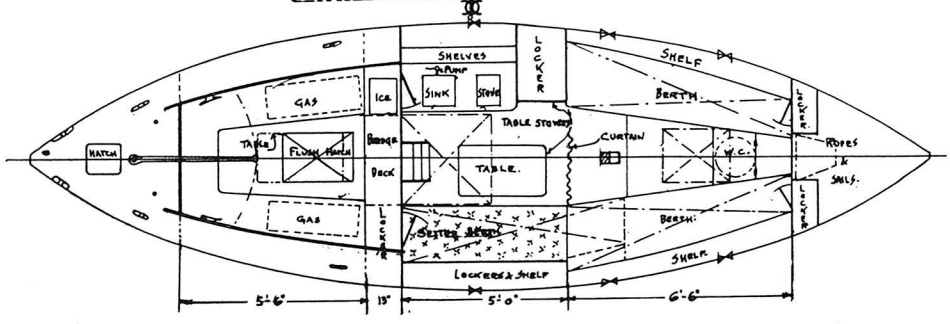
Strength is combined with economy in building by having a solid flush deck in the way of the mast, with short trunk cabins both forward and aft of it, eliminating the extra structural members necessary where a mast is stepped down through a trunk cabin. Cabin space is saved by installing the icebox under one of the cockpit seats, where it may be filled without dripping the ice through the cabin.



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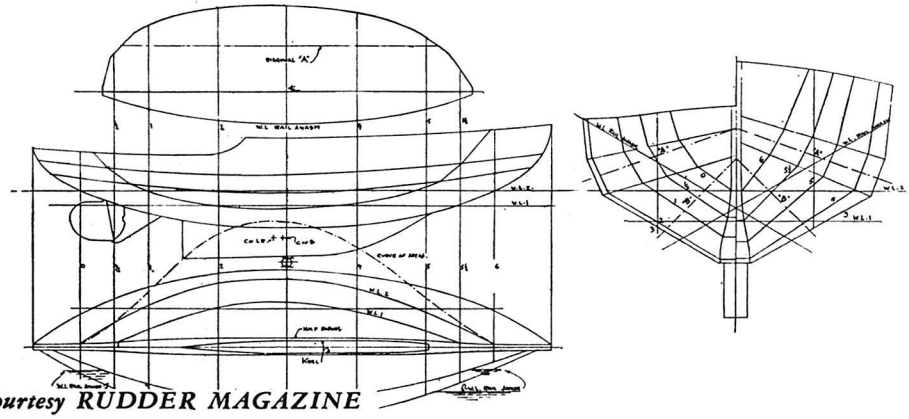
Courtesy YACHTING MAGAZINE





Small Steel Auxiliary

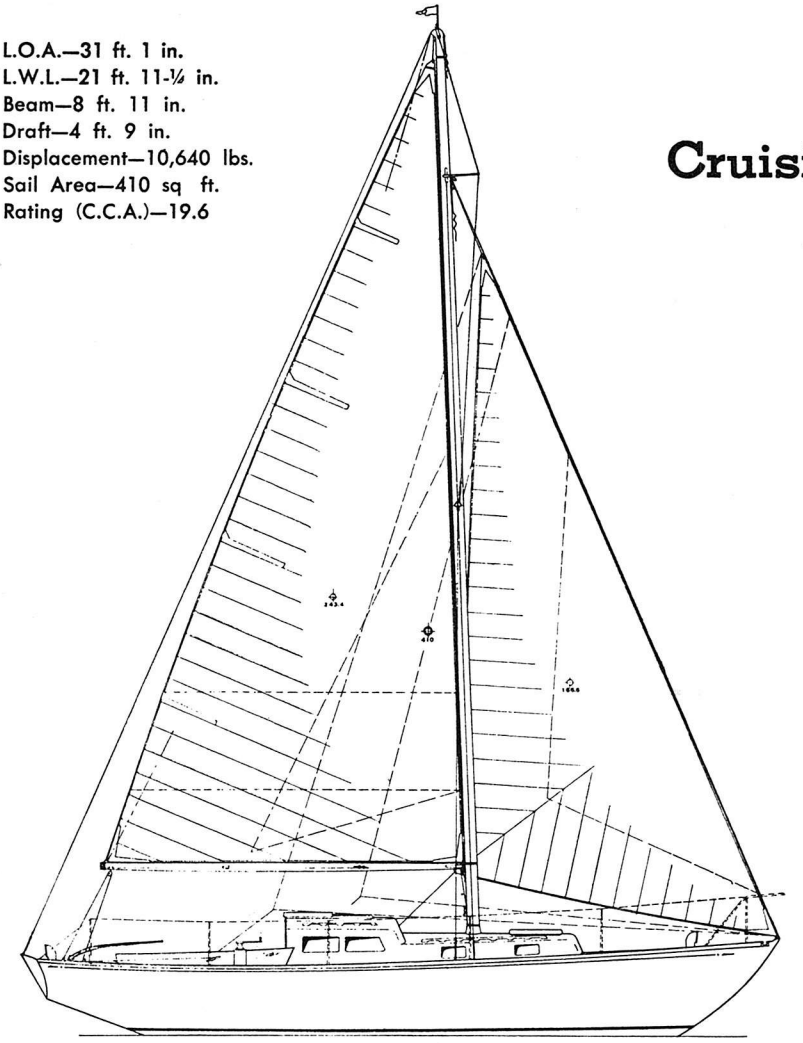
26'6" x 21'3" x 8' x 3'6'



ED. DEBES has prepared this preliminary design of a small steel cruising sloop named Ironsides. She is 26 feet 6 inches overall, 21 feet 3 inches on the water, has a beam of 8 feet and draft of 3 feet 6 inches. Total displacement is 6,300 pounds of which 2,130 pounds are in the iron and cement keel. The sail area is 273 square feet. A Universal Fisherman is suggested for auxiliary power. All further details can be gleaned from the drawing.

Courtesy RUDDER MAGAZINE

L.O.A.—31 ft. 1 in.
L.W.L.—21 ft. 11-½ in.
Beam—8 ft. 11 in.
Draft—4 ft. 9 in.
Displacement—10,640 lbs.
Sail Area—410 sq ft.
Rating (C.C.A.)—19.6



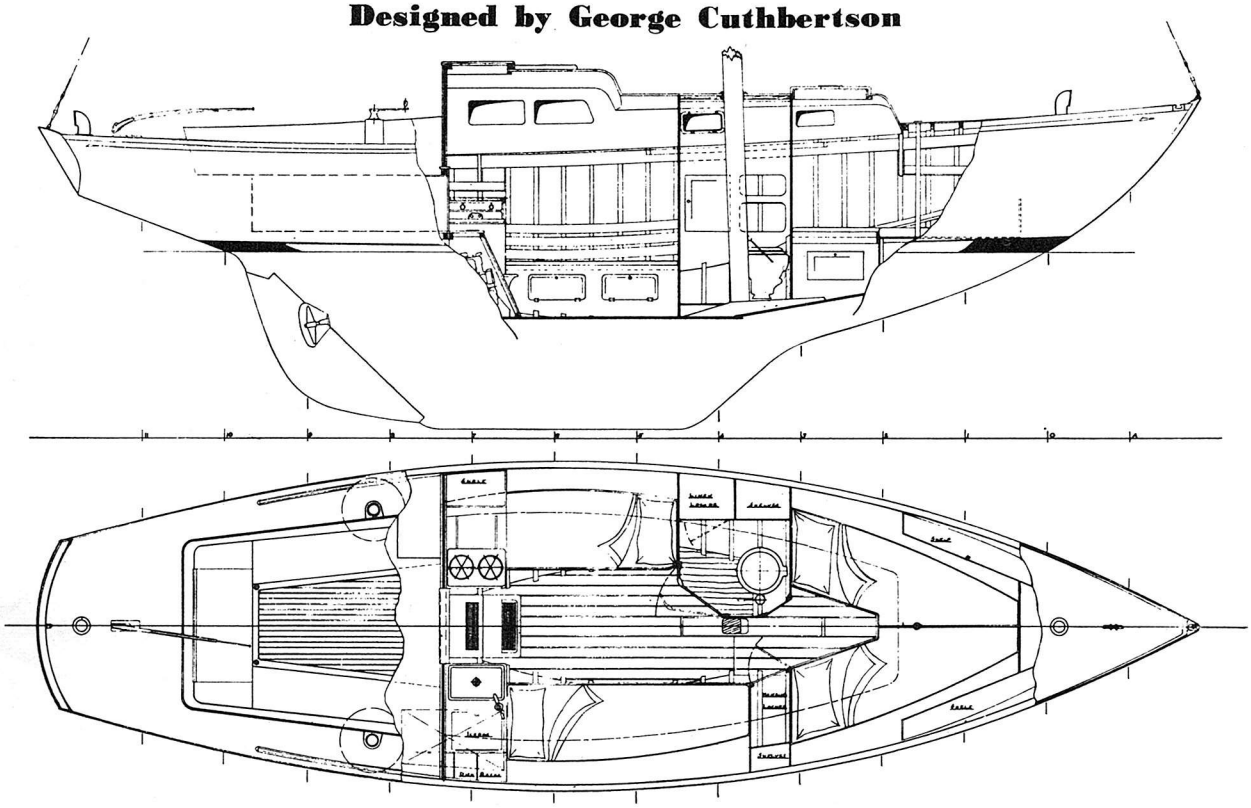
Cruising Sloop

Four permanent full-size berths are provided in this 31-foot sloop, which has a number of unique and much desired features in a cruising boat. Headroom is over 6 ft. 6 ins. under the dog house and almost a full 6 feet under the cabin trunk. Toilet is enclosed. The galley is complete. The cabin trunk is a one-piece, leakproof, reinforced Fiberglas moulding. Cockpit is sunken and self-bailing, while the coamings are sloping.

Rig is simple and sturdy with no running back stays. Recommended auxiliary power is a Universal Atomic Four. Construction is mahogany planking, steam bent white oak frames, plywood deck, canvas or Fiberglas covered, and an option of iron or lead keel.

She was designed by George Cuthbertson, one of Canada's younger yacht designers, who brings to his board a wide practical experience of sailing and sailing craft, that is reflected in every design produced. The Canadian Northern Co. of Port Credit are the builders.

Designed by George Cuthbertson

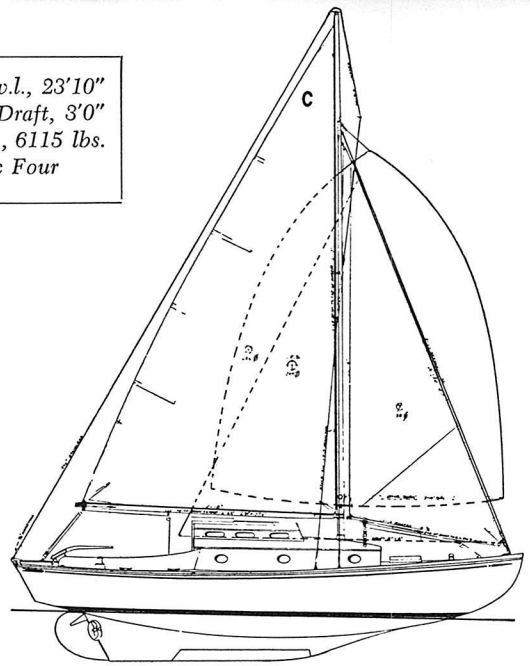


Courtesy BOATING MAGAZINE

L.o.a., 32'0"	*L.w.l., 23'10"*
Beam, 9'2"	*Draft, 3'0"*
S.A., 344 ft.	*Displ., 6115 lbs.*

Power, Universal Atomic Four

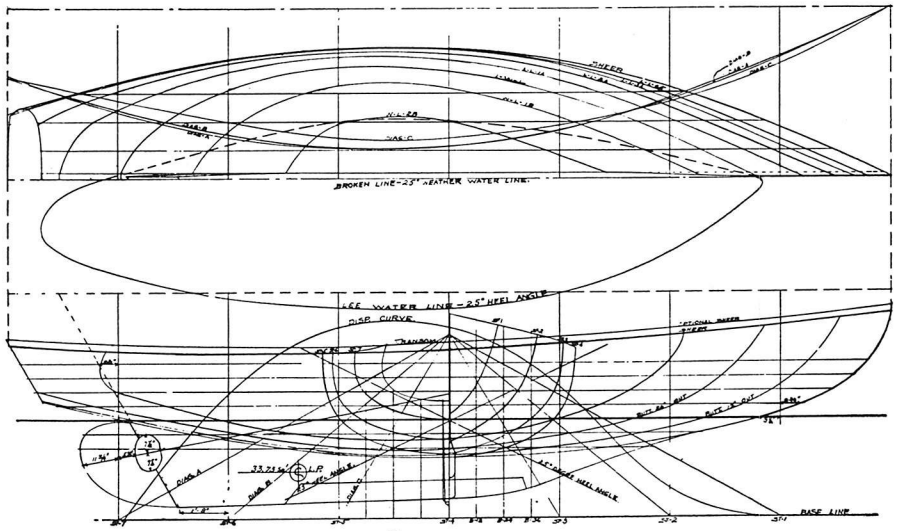
A NEW 32' SHOAL DRAFT CRUISING-RACING BOAT FOR BARNEGAT BAY

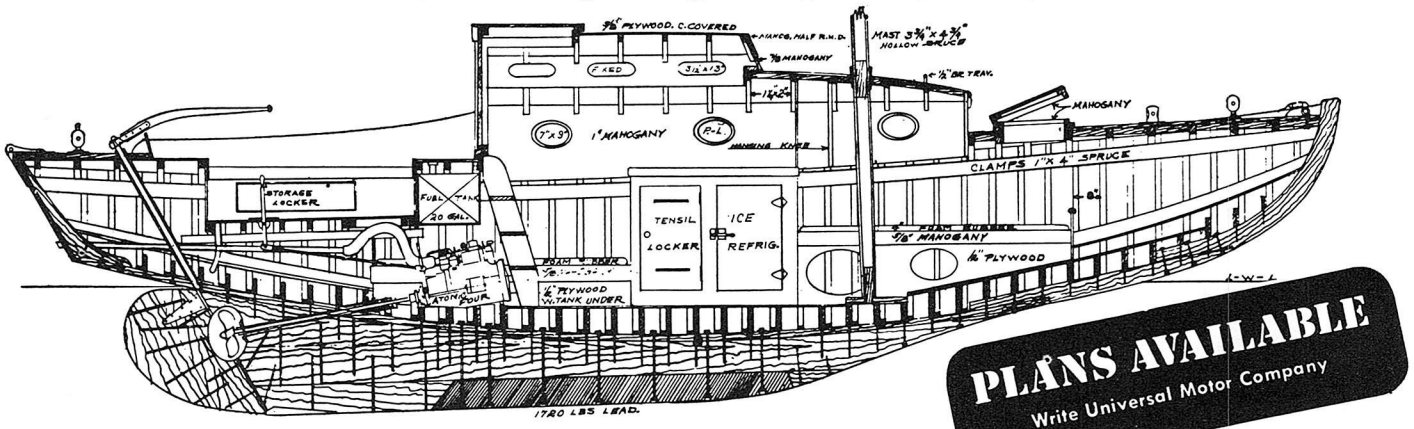


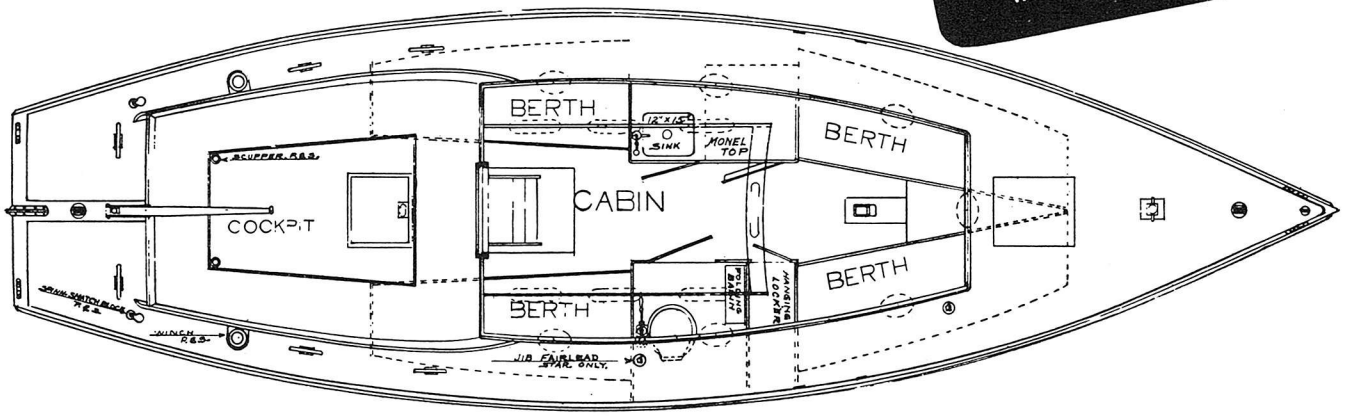
ALTHOUGH this boat from the board of Floyd Ayers has a draft of only three feet, she is no centerboarder. Her draft will make her attractive to owners where the water is thin, such as Barnegat, the Chesapeake, the Great South Bay and Florida. The absence of a centerboard trunk should appeal particularly to Florida and Bahama sailors who have had borer trouble in that department.

Consort, as she has been named, is a light boat with 1720 lbs. of lead on her keel and a total displacement of only 6115 lbs. Her sail area is 344 feet of working sail, plus a small spinnaker. She also packs a Universal Atomic Four and 20 gals. of gas and an equal amount of water is carried in Monel tanks.

Full headroom is provided beneath the beams in her doghouse, but the main cabin roof has been kept low to permit the helmsman a good view forward. Sheets are self tending, except the spinnaker, of course. The galley equipment is Monel and she has a 6-volt electric system, with batteries charged by motor generator. Frame is white oak; planking, ⅞" mahogany; decks, canvas covered plywood; trim, mahogany and fastenings are bronze. Her price is estimated below $10,000.

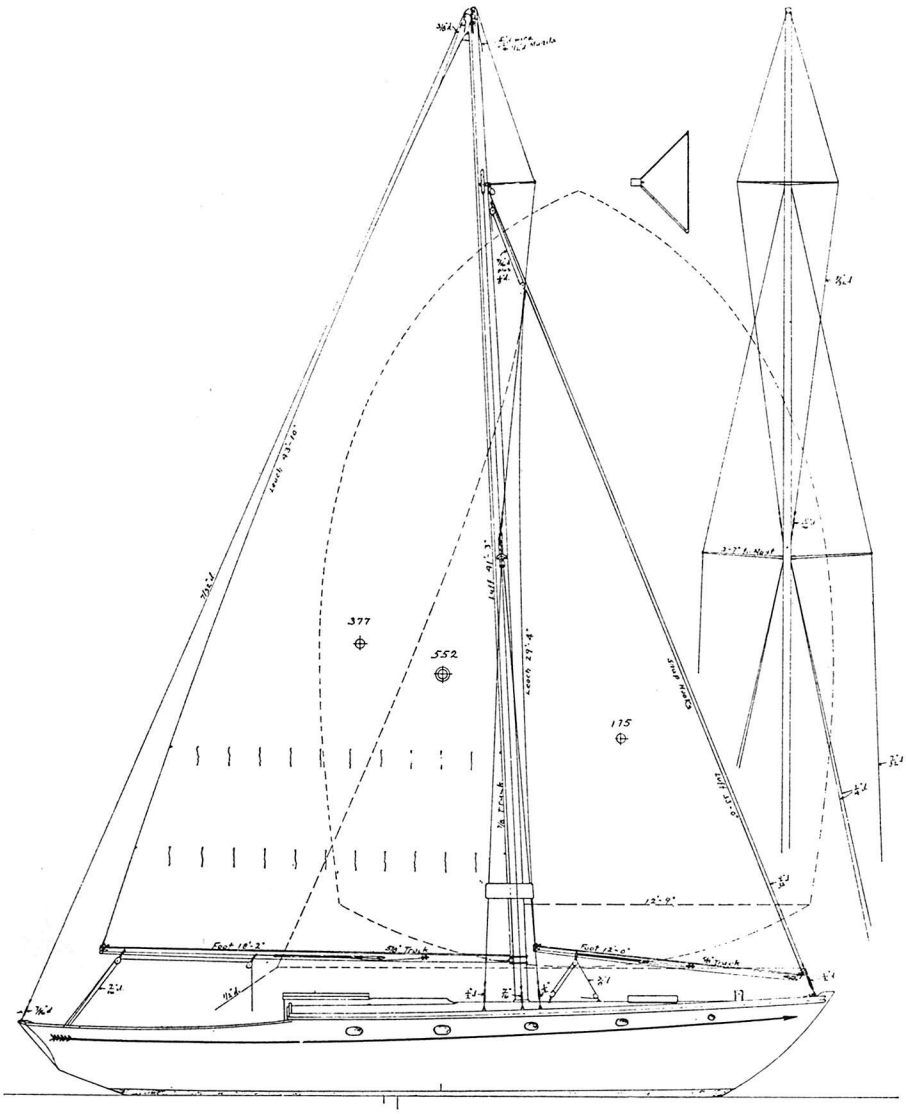






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Crocker Auxiliary

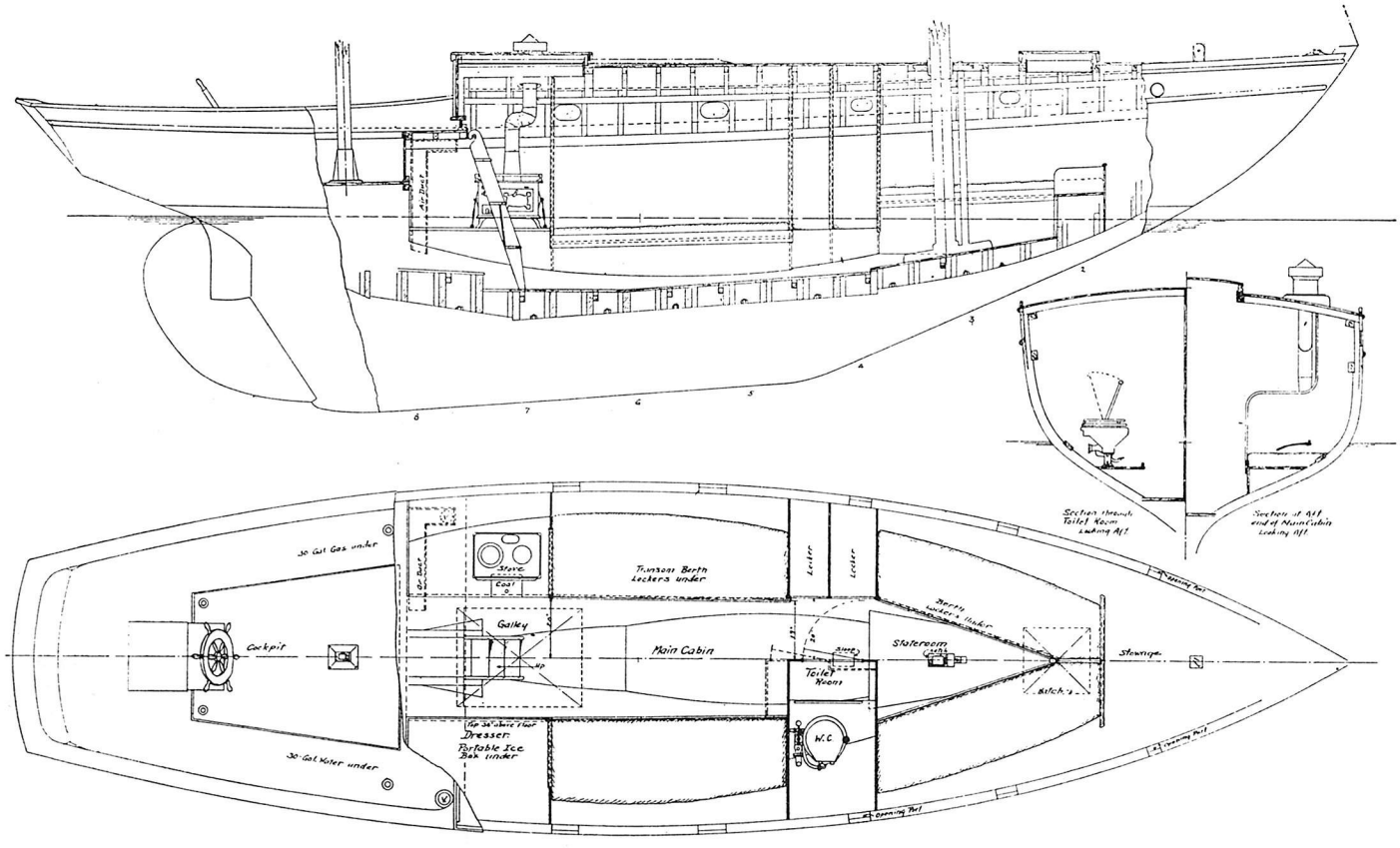
36'3" x 26'6" x 9'7" x 5'4"

S. S. CROCKER of Boston, Mass., noted for his able cruising boats, has designed this auxiliary sloop for Vern Hart, a boat builder in Dorchester, Mass., who will build her for his own use.

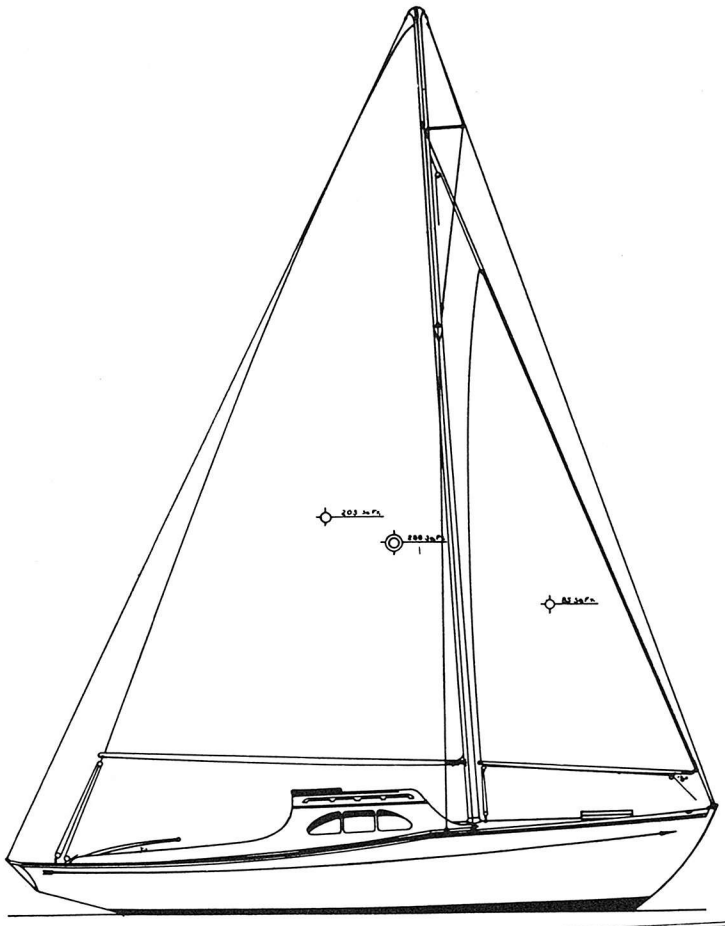
The cabin plan shows the mast placed aft for a ketch rig, with the mast location for the sloop rig dotted in. The ketch was built last year for Dr. Donald E. Brown of Beverly, Mass.

This raised deck type favored and successfully designed by Mr. Crocker will allow a spaciousness below far beyond that to be expected in a 36 footer.

The auxiliary power is by a Universal Atomic Four.



Courtesy ***RUDDER MAGAZINE***



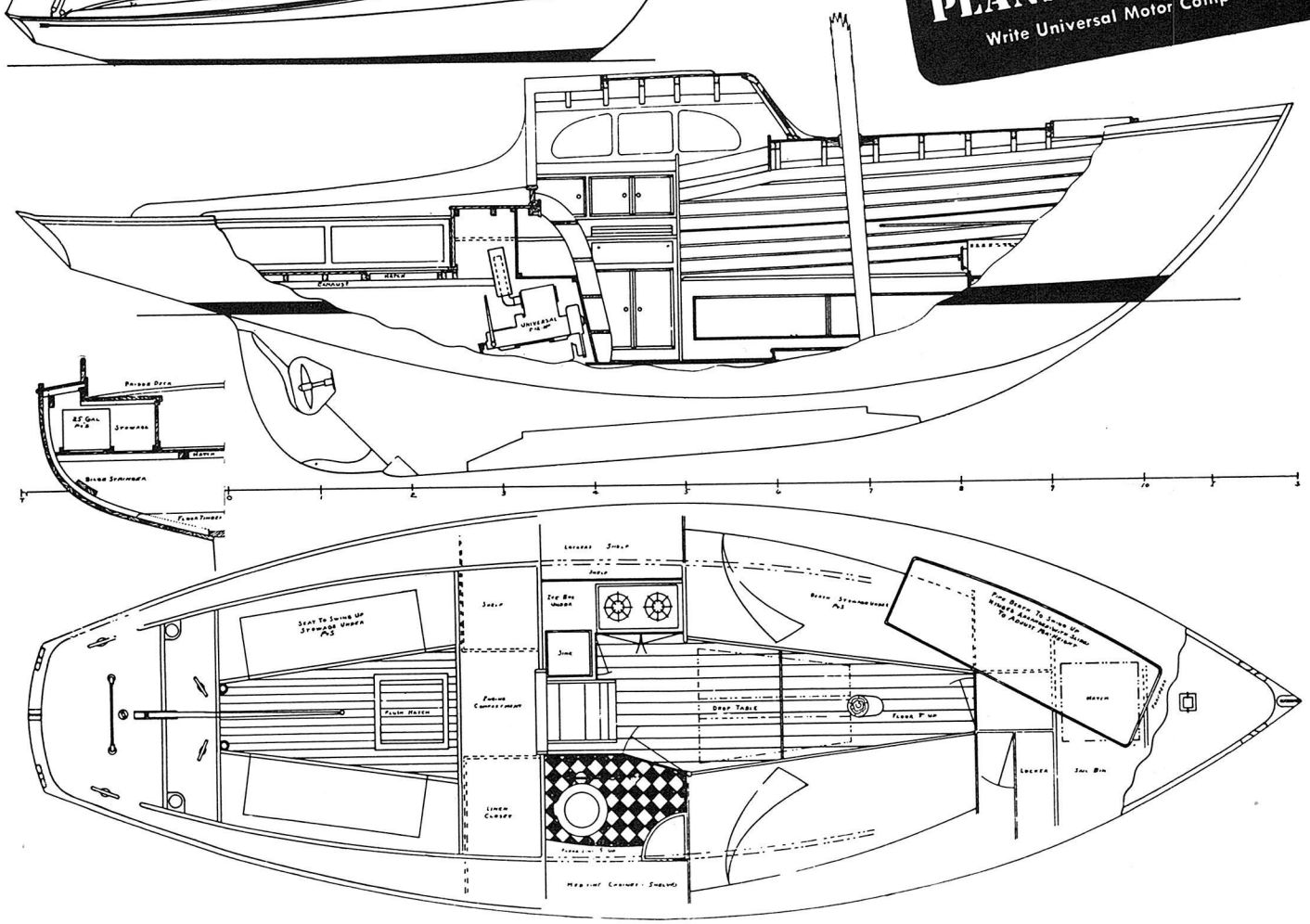
Sloop by Briggs

MELVIN J. BRIGGS of Cranston, R. I., entered this boat in a design contest sponsored by the *Sea Spray* magazine of Auckland, New Zealand. While she did not win a prize she was one of the designs selected to be exhibited in the City of Auckland Art Museum. The contest called for a boat 20 feet on the water, one within the capabilities of the amateur builder, and with cruising facilities for two and occasionally three persons.

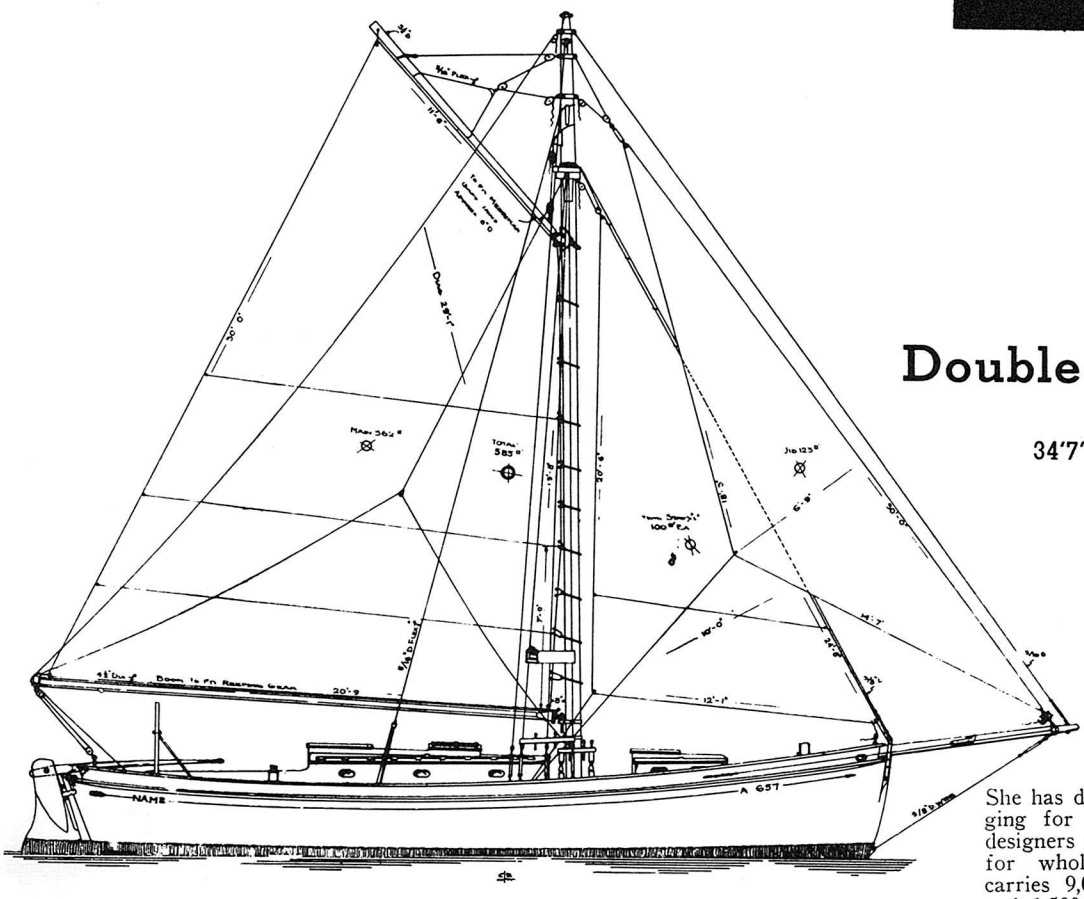
Details of the interior layout are clearly discernible on the drawings. Dimensions are 27 feet 9½ inches overall, 20 feet on the water, 8 feet 10 inches beam, 3 feet 6 inches draft. Displacement is 7,130 pounds. Total sail area is 288 square feet and a small Universal engine supplies auxiliary power.

The keel is white oak or yellow pine, ballast 2,250 pounds of lead, planking ¾ inch white cedar or mahogany, frames steam bent white oak. The solid spars are of spruce.

PLANS AVAILABLE
Write Universal Motor Company



Courtesy ***RUDDER MAGAZINE***



Double Ended Sloop

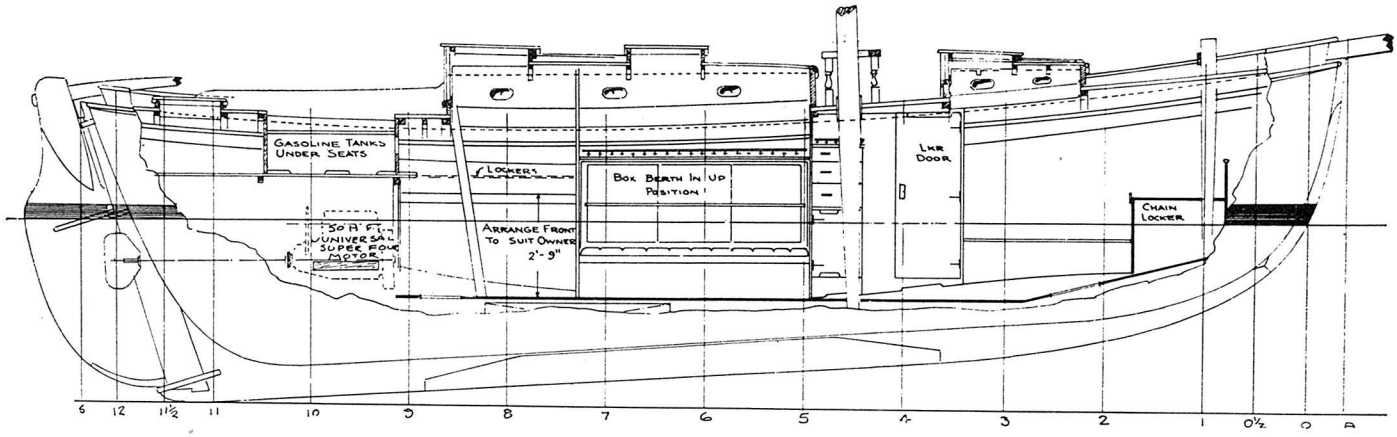
34'7" x 32'6" x 10' x 5'

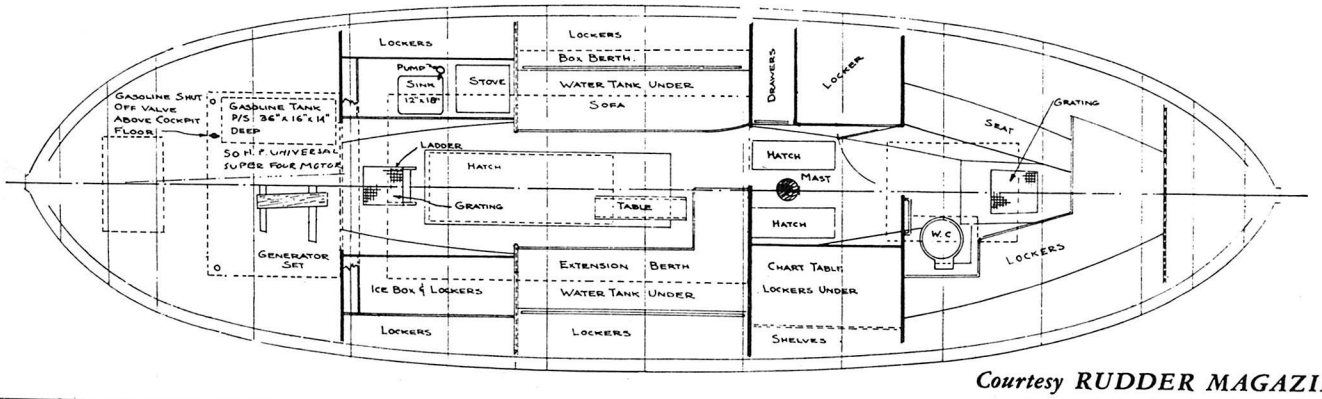
THE double-ended sloop Vixen was designed by Atkin and Co., 387 W. Post Road, Darien, Conn., for James T. Stark, whose address at this writing is Yacht Vixen, about 1,200 miles west of Balboa, C. Z. Vixen is outward bound on an extended cruise.

The boat was built and launched at Joel Johnson's yard in Black Rock, Conn., two years ago, and excepting for periodic haulouts, has been afloat since her christening day. For the better part of two years she has cruised the Spanish Main, a proper shakedown for a voyage throughout the Seven Seas.

Her total sail area is 585 square feet. She has double headstays and running rigging for twin staysails. The owner and designers feel this rig is the most practical for wholesome cruising yachts. Vixen carries 9,000 pounds of lead in her keel and 1,500 pounds of inside ballast.

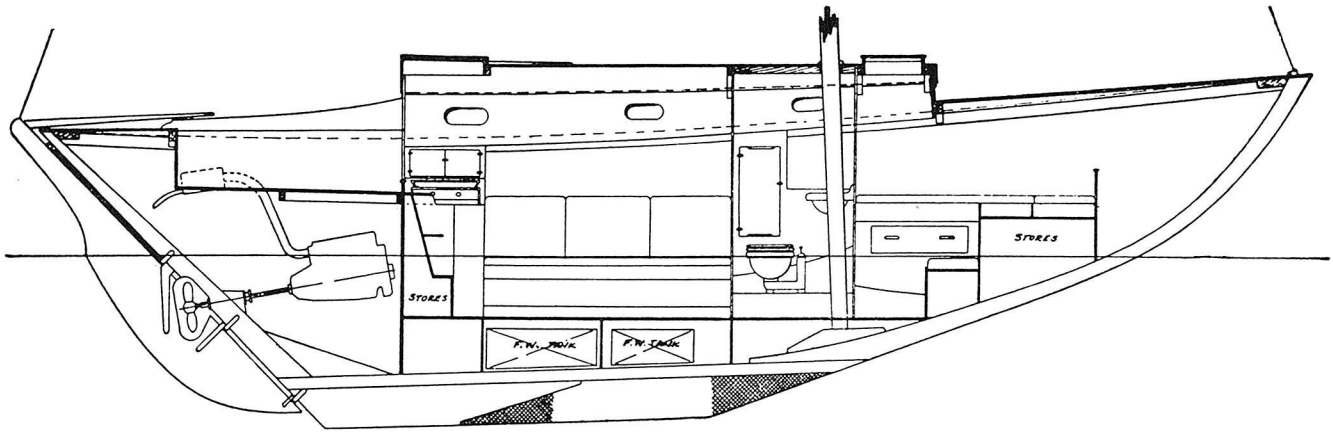
The drawings show clearly the cabin arrangement. Headroom throughout the cabin is six feet. For auxiliary power she has a four cylinder Universal Super Four motor of 140 cubic inches cylinder displacement developing 36 horsepower turning at 2,000 revolutions per minute. This motor provides a speed close to 8 miles an hour.





Courtesy ***RUDDER MAGAZINE***

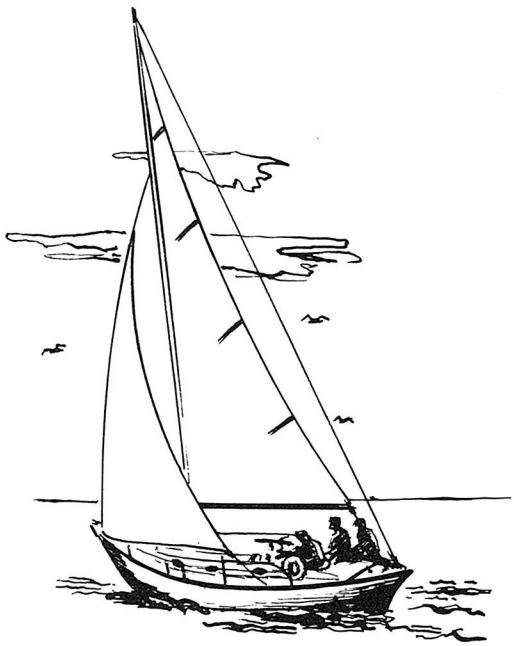
"VIKING"



LUDERS MARINE CONSTRUCTION CO., Stamford, Conn.

A LIMITED NUMBER of "Viking" hulls are again being molded and will be available for finishing by other boat yards or buyers with boatbuilding skill. Thus owners are assured an extraordinarily strong hull and can enjoy personal supervision of completion and in many cases effect economies through taking advantage of favorable local labor markets.

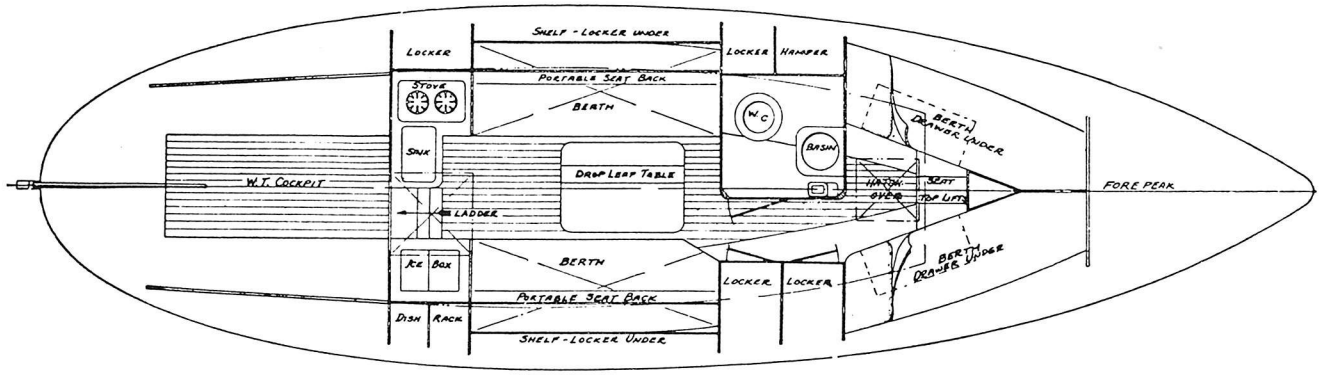
As designed the "Viking" provides comfortable cruising accommodations for four persons—two in the main cabin and two with privacy forward of a commodious head and hanging locker. Her ice box is ample and the galley is very adequate for her complement. She has generous headroom and possesses that attribute, without which cruising can be miserable, dryness below.

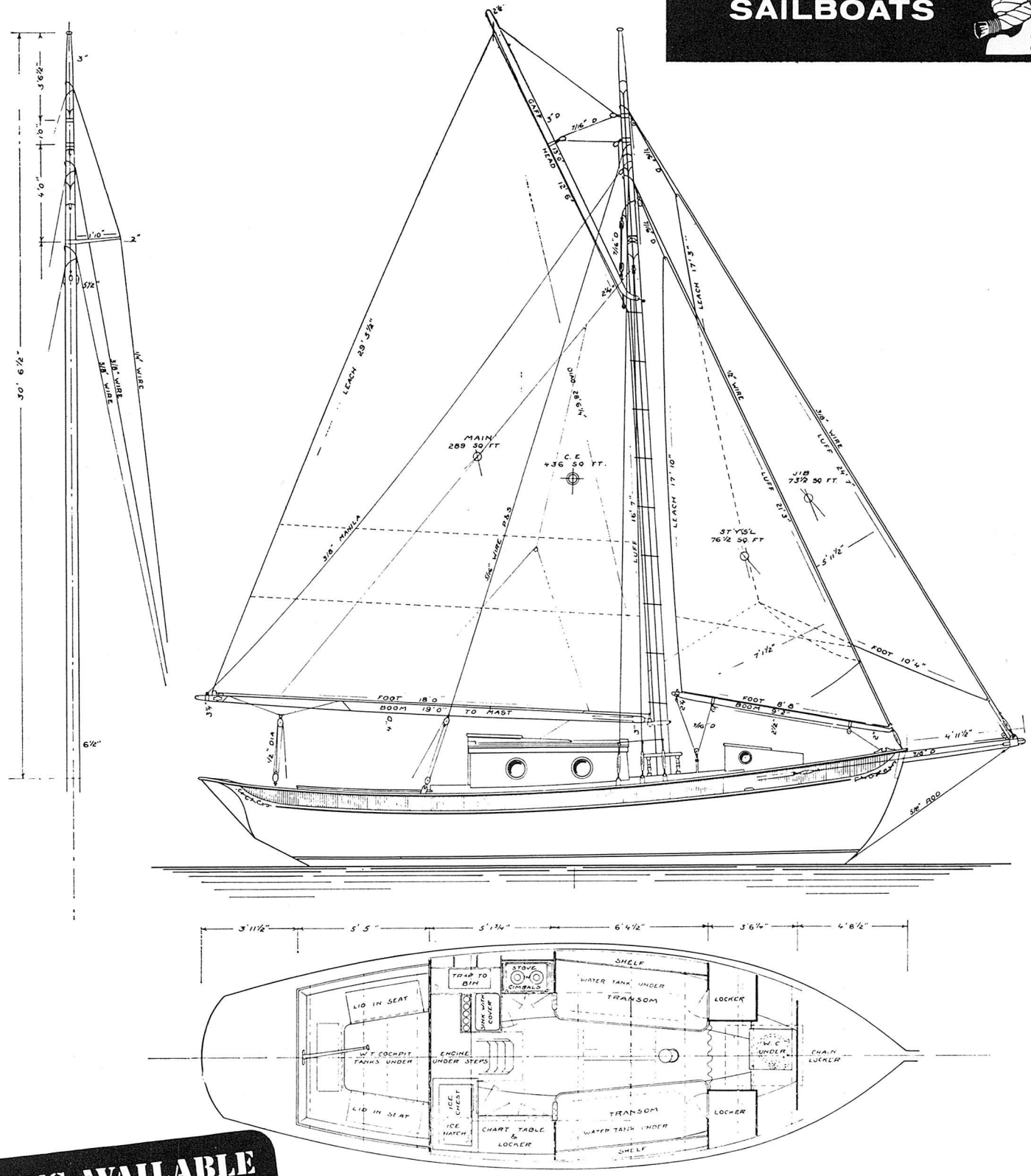


The "Viking's" sailing qualities have been amply demonstrated. As a cruising boat she is a safe and seaworthy ticket to anywhere her owner wishes to sail. For overnight racing she shows a good turn of speed and rates well under most handicap rules. Choice of power is optional although the basic design specified a Universal Blue Jacket Twin engine.

SPECIFICATIONS

L.O.A.—31′ 4½″	L.W.L.—24′
Beam—8′ 10″	Draft—4′ 5″
Sail Area—494 sq. ft.	Displacement—12,000 lbs.





PLANS AVAILABLE
Write Universal Motor Company

Cruising Sloop

29'1½" x 22'1" x 9'3" x 5'

THIS little old fashioned gaff rigged cruising sloop will find many friends among readers of THE RUDDER, many of whom prefer the low mast possible with the gaff.

The boat was designed by Arthur R. Wycoff, 23244 West Road, Berea, Ohio, for a couple who plan to do extensive cruising. The total sail area is 436 square feet, which is generous for a boat of this size. When the breezes fail, the little yacht will fall back upon her auxiliary, a Universal Blue Jacket twin.

Below decks she is conventional. Since accommodations were required for only two people she is uncrowded. In the cabin there is full headroom.

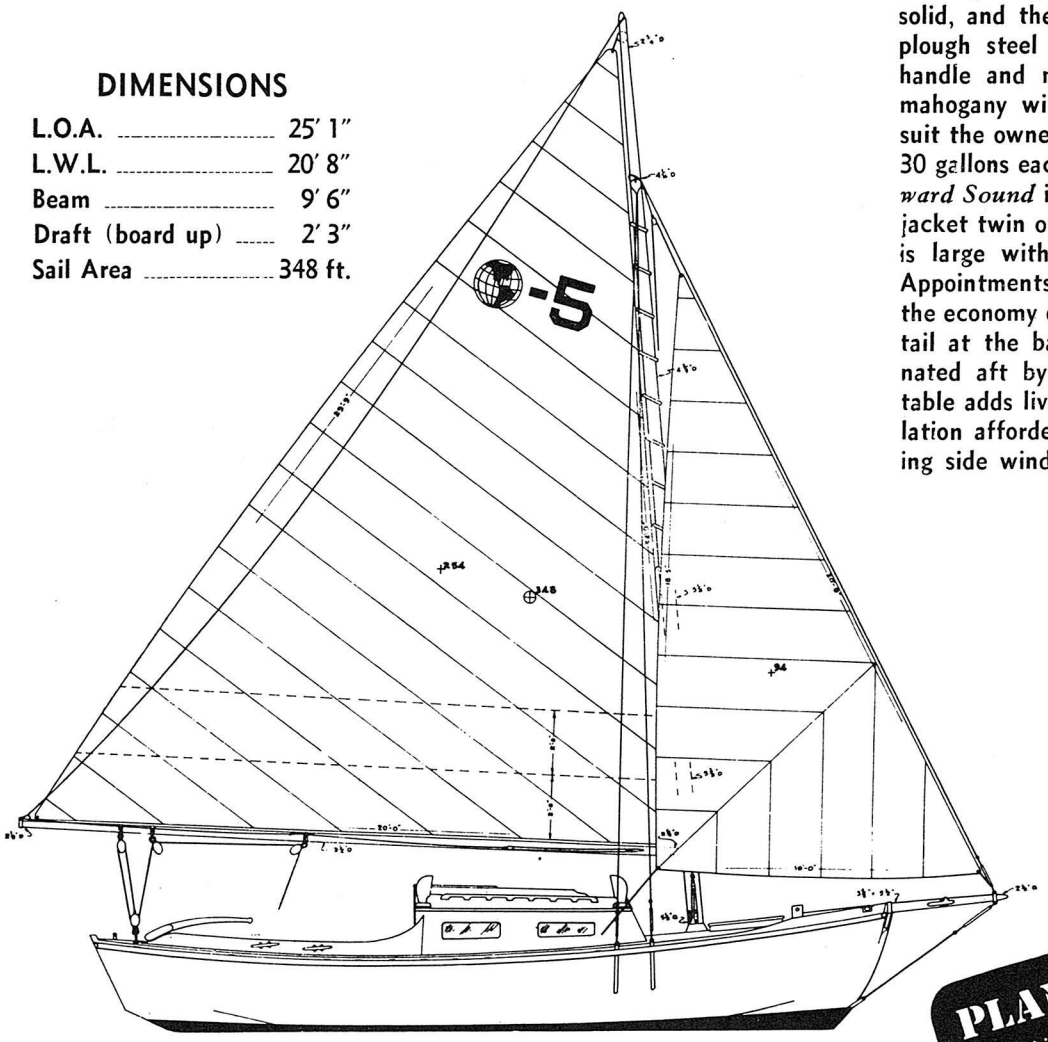
Courtesy RUDDER MAGAZINE

Cruising Sloop

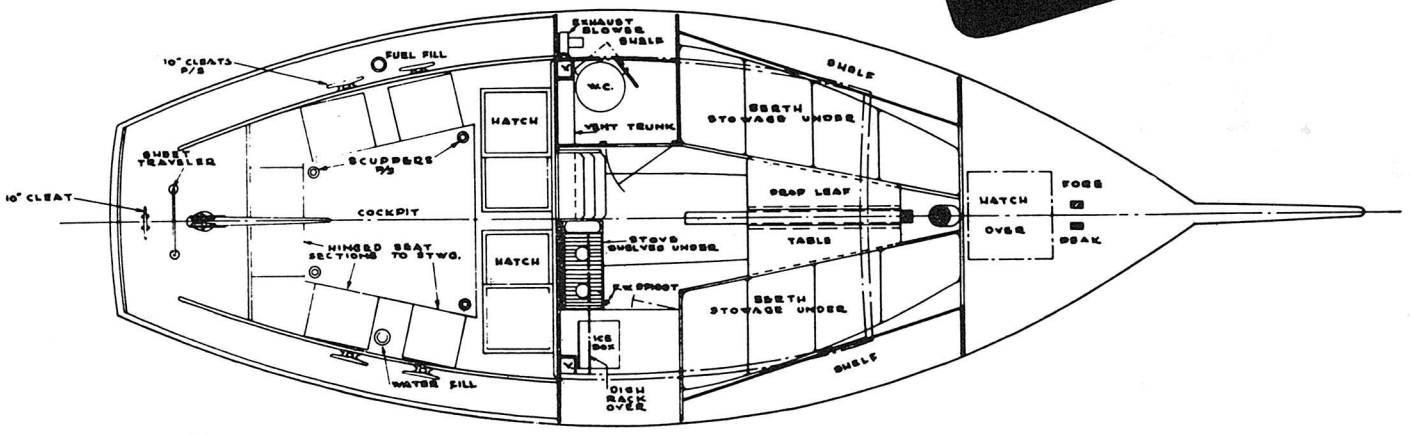
One of the main reasons why boating has spread with such tremendous rapidity in the post-war years is that new designs have put low-cost craft within reach of millions of incomes formerly too narrow for a 'luxury' sport. Such a design is the sloop *Windward Sound* reproduced on this page. From the boards of George Meese of Annapolis, Md., this little boat offers maximum accommodations in a small hull and is designed to be constructed by the amateur or by the professional desiring an appealing model for a stock offering. Construction is sturdy for hard going under sail, and the hull form was planned to offer easy motion in a seaway. With ample beam and light draft, she should be stiff and dry, and should offer her owner the option of exploring off-course inlets of shallow depth. Framing is of white oak, planking of Philippine mahogany and decking of pine, canvas covered. Spars are solid, and the standing rigging of galvanized plough steel is straightforward and easy to handle and maintain. All trim is to be of mahogany with fastenings and hardware to suit the owner. Tanks are galvanized and hold 30 gallons each of water and gasoline. *Windward Sound* is powered with a Universal Bluejacket twin of 12 h.p. Below decks, the cabin is large with almost 'catboat' spaciousness. Appointments, however, are kept simple for the economy of construction; two bunks dovetail at the base of the mast and are terminated aft by head and galley. A drop leaf table adds liveability as does the ample ventilation afforded by cabin top vents and opening side windows.

DIMENSIONS

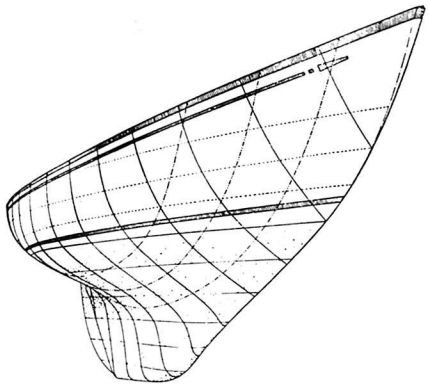
L.O.A.	25' 1"
L.W.L.	20' 8"
Beam	9' 6"
Draft (board up)	2' 3"
Sail Area	348 ft.



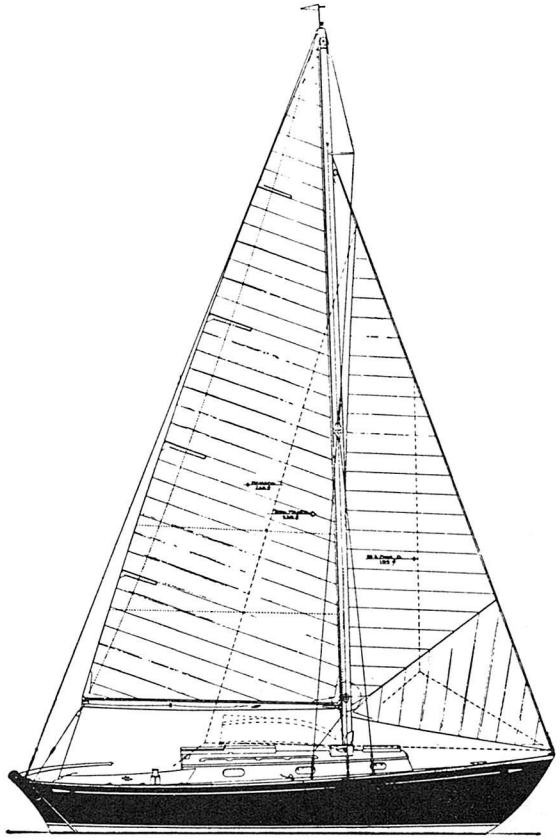
PLANS AVAILABLE
Write Universal Motor Company



Courtesy **The Skipper** *MAGAZINE*



"SITMARK," A MASON-30 FOR LONG ISLAND SOUND



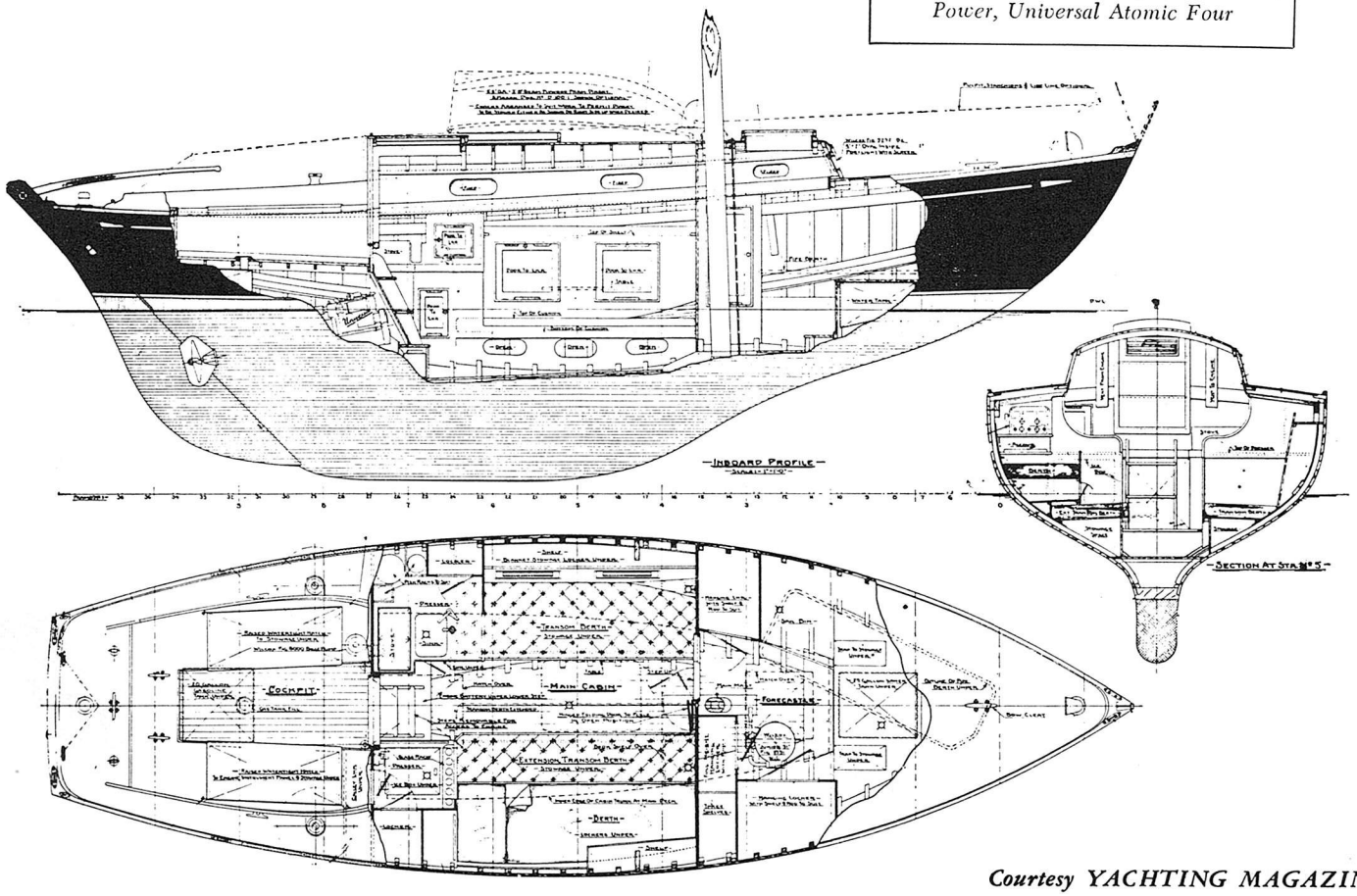
DR. WALTER NEWMANN of the New York A.C. is the owner and Al. Mason the designer of this good looking sloop which was built in a Dutch yard through Norge Boats, of Rowayton, Conn. Of extremely high quality, she has teak planking over white oak frames and backbone, mahogany house and trim, canvased plywood decks, hollow spruce mast and stainless rigging. Fastenings are bronze, the 3850 lb. ballast keel is iron and tanks are tinned copper, hardware by Merriman.

Equipment is unusually complete for a 30-footer and includes a Perko stove, Wilcox head, electric pumps, and hot and cold running water. Also an R.C.A. telephone and two 6-volt electric systems with separate belt driven generators.

Sails are by Ratsey and her engine, a Universal Atomic Four, gives her an honest 6-knots under power. She accommodates a party of four.

Under the name "Venture 30" these sloops are also being built by Robert Vaughn & Co., Newport Beach, Calif.

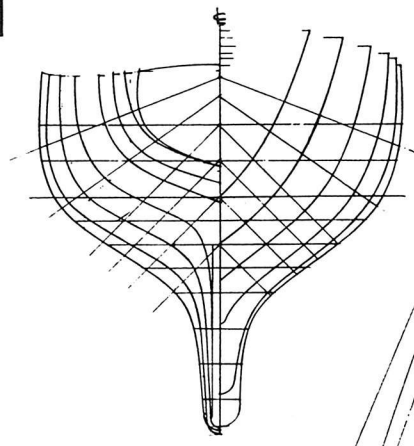
L.o.a., 29'7"	*L.w.l., 22'11"*
Beam, 9'3"	*Draft, 4'8"*
S.A. 430 ft.	*Displ. 10,400 lbs.*
Power, Universal Atomic Four	



Courtesy YACHTING MAGAZINE

Cruising Sloop

28'10" x 21'9" x 7'7" x 4'11"

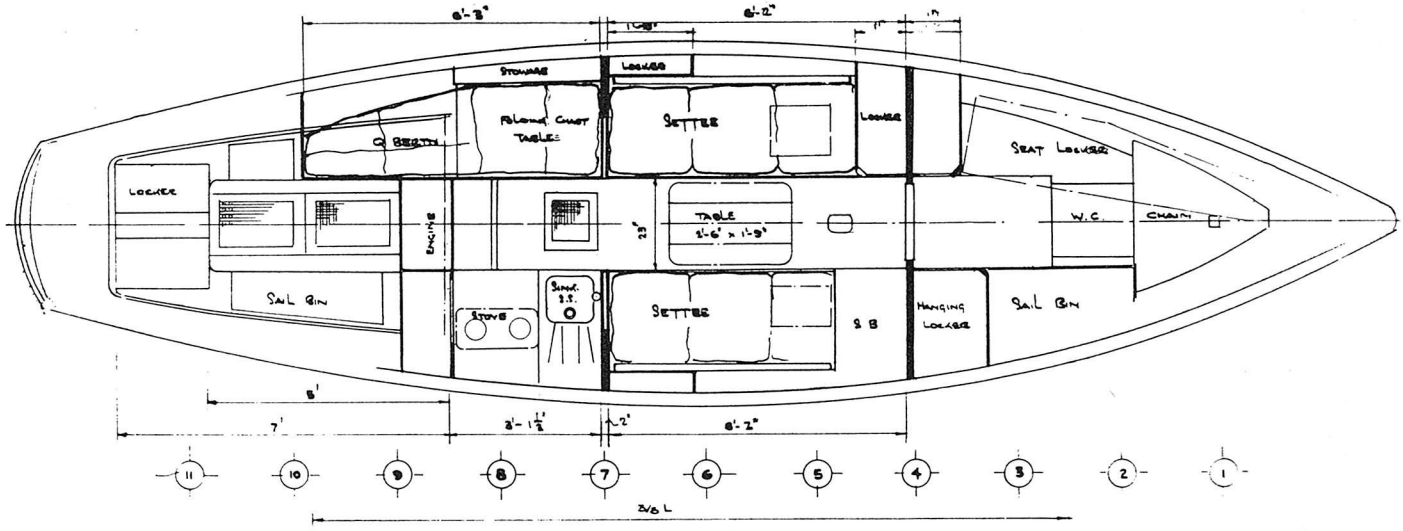


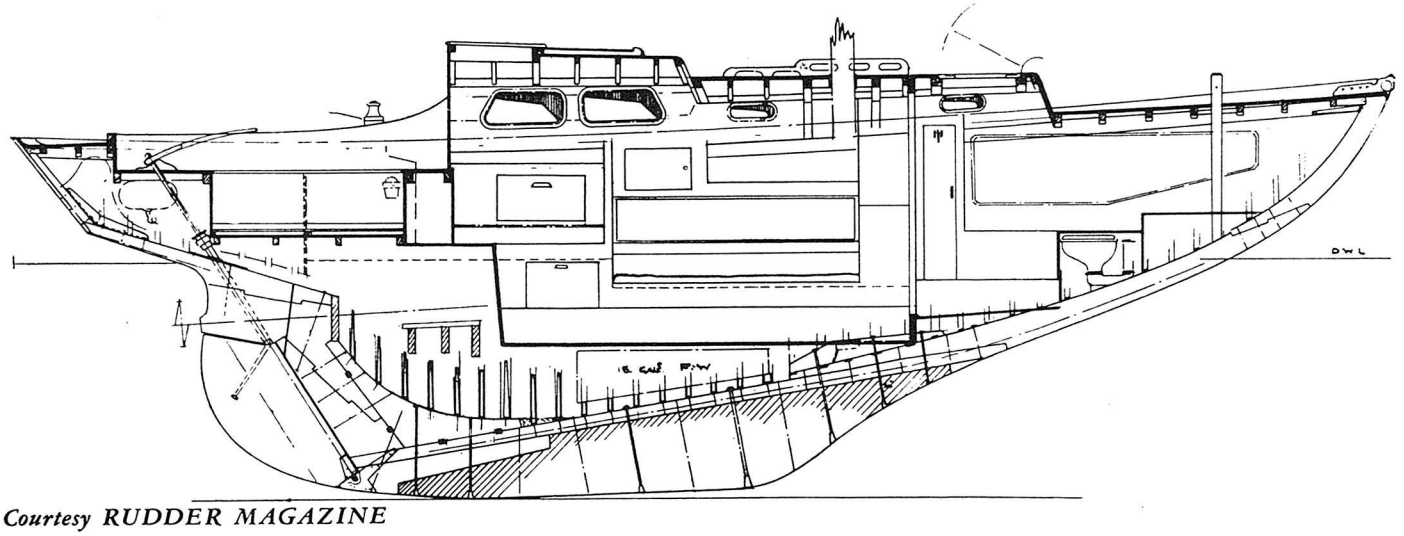
THIS sloop was designed by Alan H. Buchanan, 45 High St., Burnham-on-Crouch, Essex, England. The purpose was to provide a smart and fast weekend cruising boat with comfortable accommodations for three and a pipe berth for a fourth person forward.

In England these boats are built with all teak or teak and mahogany planking and teak trim. They are bronze fastened and in some cases have bronze floor straps instead of the standard iron ones, especially if lead keels are used.

A number of power plants can be used. In the boats built for use in England an 8 horsepower Stuart Turner has given excellent results. Some for the American market were supplied with Universal Blue Jacket twins which gave fine performance.

The designer states that, delivered in the United States duty paid, this boat should cost around $9,000.



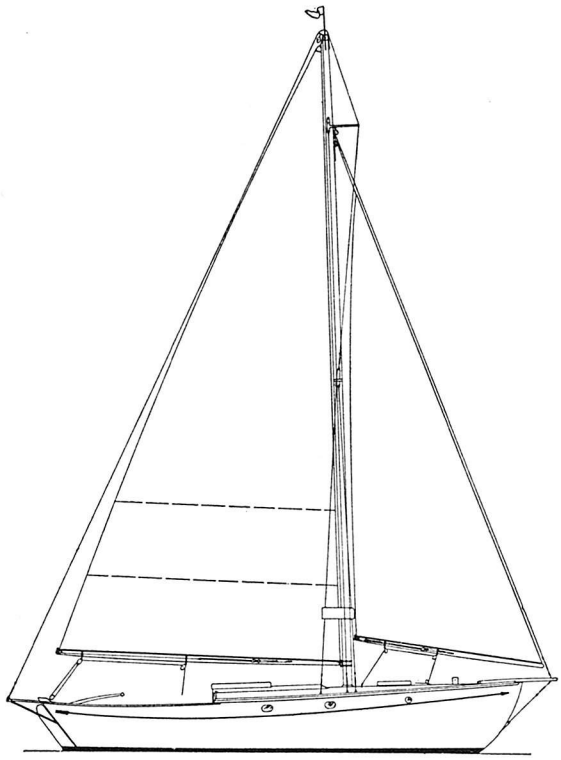


Courtesy RUDDER MAGAZINE

A ROOMY 26-FOOT CROCKER CRUISING SLOOP

OVER a period of three decades S. S. Crocker, of 330 Washington St., Boston, Mass., has designed several auxiliary cruising boats for a New Bedford yachtsman, C. Gardner Akin, Jr. The sloop shown here, smaller than some of the others, is the latest of the line and represents many of the features that this designer-owner combination has worked out. She contains the maximum practicable cruising comfort in a boat small enough to be economical both in cost of building and maintenance and in effort of handling. If experience is any criterion she will be a smart sailer as well.

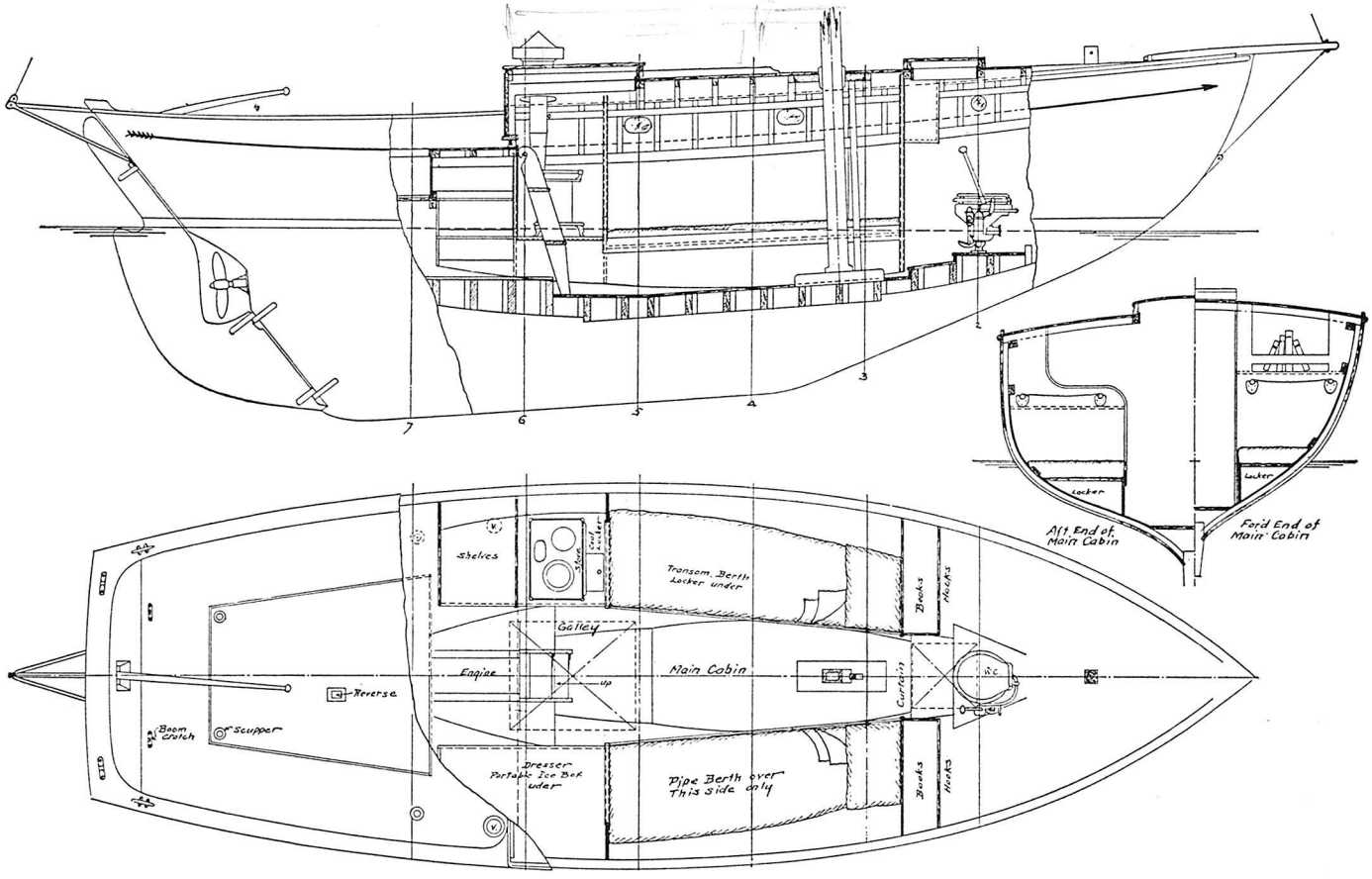
Short, raking ends, raised deck construction, and moderately wide beam permit the utmost use of the space in the 26′ o.a. hull. There are two bunks in the main cabin and a pipe berth over the starboard one provides for sleeping three. The toilet is curtained off in the forepeak, where there is good stowage space for clothes and gear. The galley, large for a 26′ boat, is aft and contains a coal range, insuring comfort for early fall cruising and the occasional damp and foggy spells of New England weather. The cockpit extends clear out to the transom and sides, giving good sitting and foot room.



L.o.a., 26′0″	*L.w.l., 21′3″*
Beam, 8′6″	*Draft, 4′3″*
S.A., 365 ft.	*Disp., 8450 lbs.*
Auxil., Universal Atomic Four	

The engine, under a bridge deck, is an Atomic Four Universal, with 2:1 reduction gears to cut this light, compact motor's high r.p.m. down to a propeller speed practical in a cruising auxiliary. The rig is simple and easily handled, with a club jib, while the short bowsprit facilitates handling ground tackle. Sails are to be by Manchester Yacht Sails, of South Dartmouth, Mass.

The boat is under construction in the yard of the designer's son, S. S. Crocker, Jr., at Manchester, Mass., and will be stoutly and plainly built and finished. Stem, keel, deadwood and frames are of oak. She is cedar–planked, with a deck of canvas laid over plywood. Fastenings are of galvanized iron, and she has a 3000-lb. iron ballast keel. Her trim will be painted, in the interests of easy upkeep. The mast will be hollow and the booms solid. Standing rigging is galvanized and hardware by Merriman Bros. Tinned copper tanks hold 24 gal. each of water and gasoline. Her profile shows a long lateral plane. The propeller is on the centerline.



Courtesy YACHTING MAGAZINE

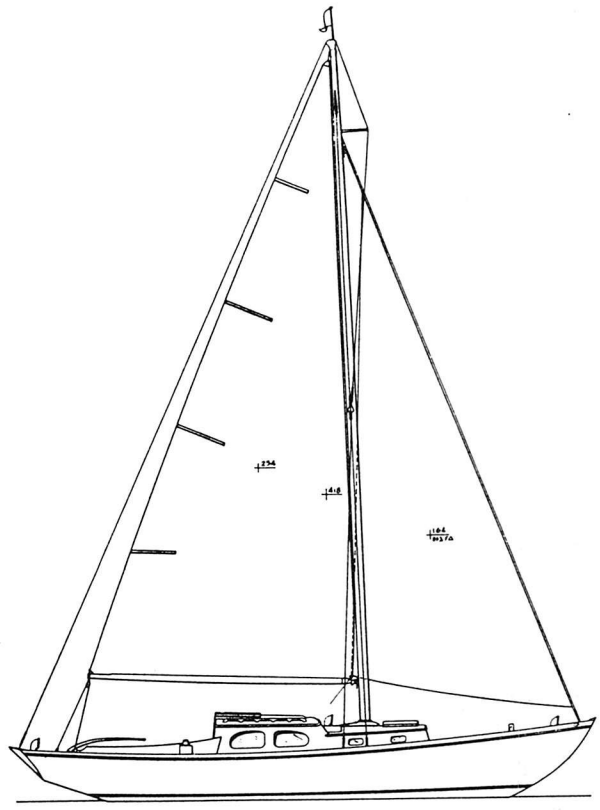
"TEMPTRESS," A RHODES STANDARDIZED SLOOP

PHILIP L. RHODES, 11 Broadway, New York, designed *Temptress* and she is being imported by Reisinger Marine Sales, of Tappahannock, Va., after construction in selected European yards.

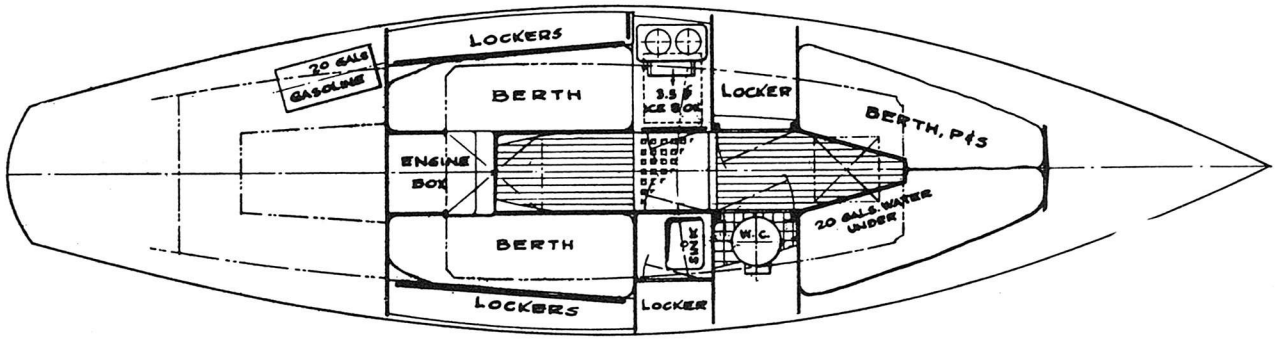
Temptress is a normal four-berth cruising sloop in all respects, with a popular "two-couple" cabin layout that includes double stateroom forward, two-berth main cabin, and galley extending across the boat amidships. By swinging the locker and toilet doors to thwartships positions, the passage becomes a roomy dressing and toilet room. She has a well-balanced sloop rig with loose-footed jib, the sails being imported and of Egyptian cotton. The mainsail is roller-reefing. A Universal Atomic Four auxiliary engine is provided.

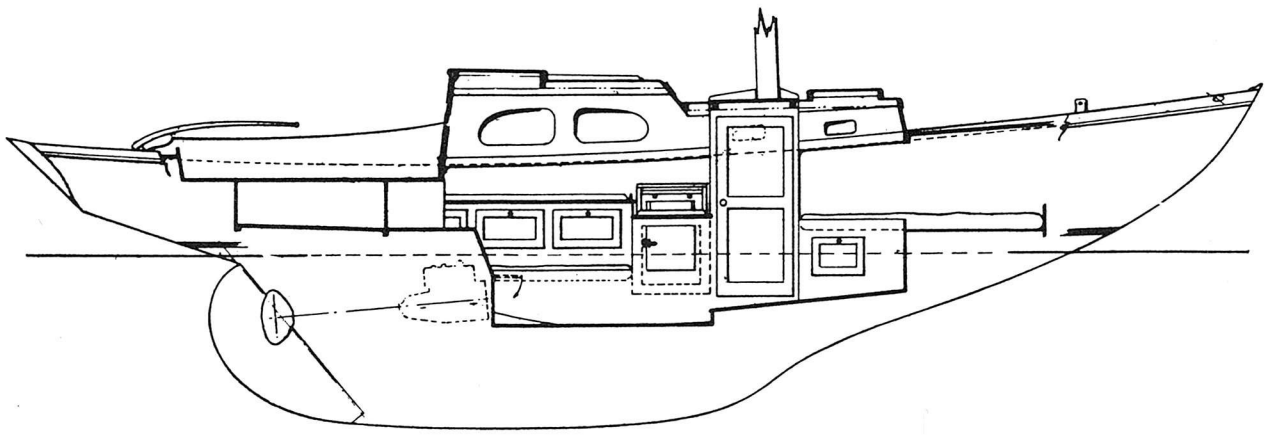
Structural specifications are high grade. White oak is specified for keel, stem, deadwood and steam-bent frames. African mahogany is used for hull planking as well as trim, and the planking is fastened through the frames with stainless steel and bronze screws and bolts. Spars are hollow and her standing rigging is 1 × 19 stainless steel wire with swaged terminals. Besides the engine, much of her equipment is of American make, such as Merriman sheet and halyard winches, other equipment is by Merriman, Wilcox, Crittenden, Electric Autolite, etc. The galley is finished up with stainless steel, including the 3.5 cu. ft. icebox, two-burner alcohol stove, sink and counter tops.

Her 3500-lb. ballast keel is of Swedish iron. Tin-lined copper tanks hold 20 gal. each of gas and water. Teak is used for the cockpit deck and galley grating. Electrical equipment includes blower, navigation, cabin and spreader lights, masthead light and a master switch and fuse panel. This standardized design looks like a boat that will be a practical cruiser for four, yet easily handled by one man.

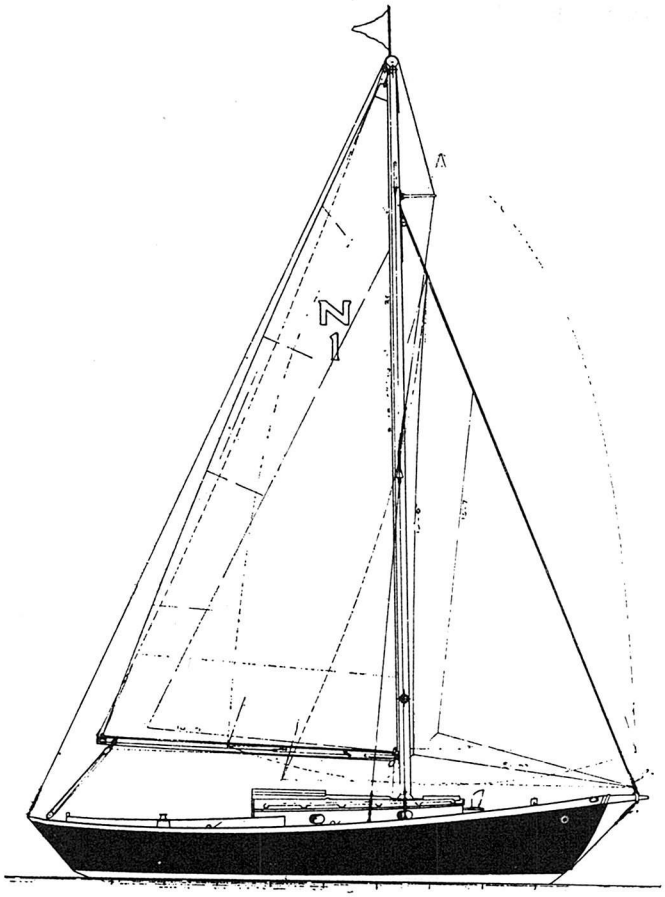


L.o.a., 32'0"	*L.w.l., 22'0"*
Beam, 8'6"	*Draft, 4'6"*
S.A. 418 ft.	*Disp., 10,000 lbs.*
Auxiliary, Universal 25 hp.	





Courtesy YACHTING MAGAZINE



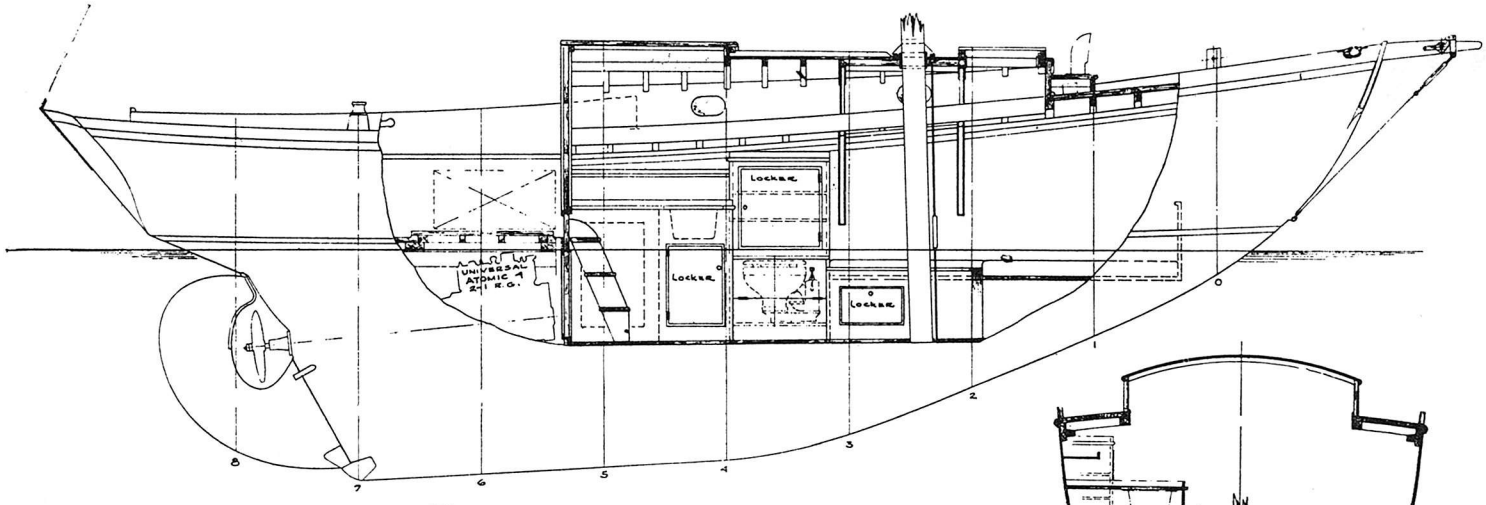
Fiberglass Sloop

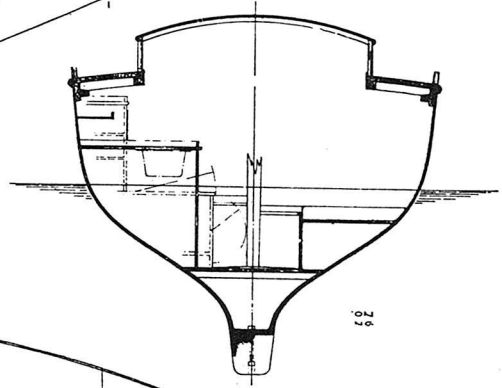
23′ x 18′3″ x 7′ x 4′

ZEGA, a fiberglass sloop by Winthrop L. Warner, 114 College St., Middletown, Conn., has already proved herself an able boat by riding out hurricanes Carol and Edna while moored off the Ida-Lewis Yacht Club in Newport Harbor, R. I., without damage and without taking a drop of water. The hull was built by the Newport Development Laboratories of Newport, R. I., for Verner Z. Reed, Jr.

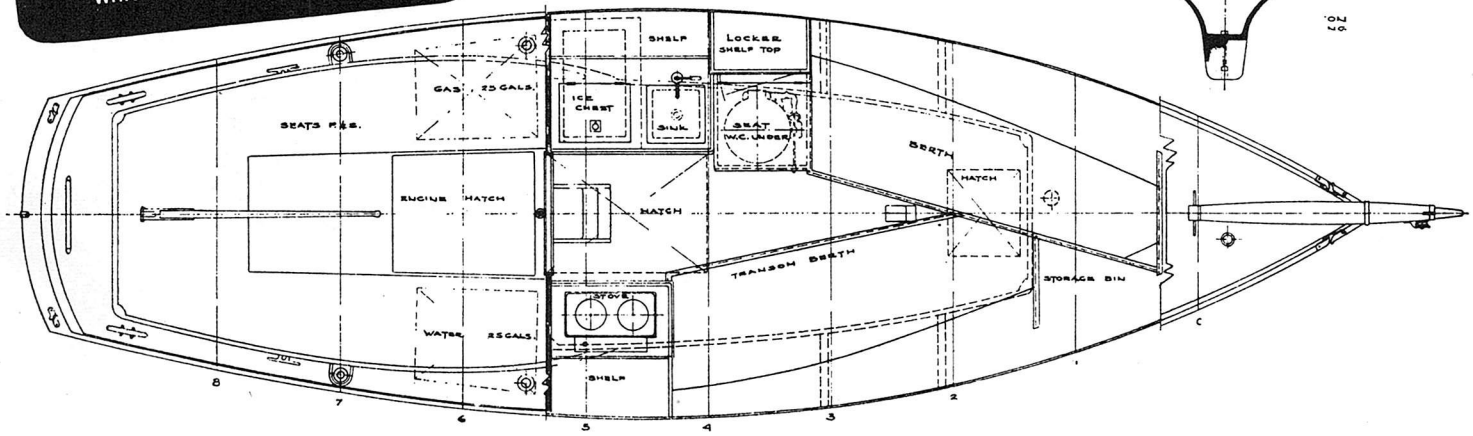
She has full length wooden shelves and clamps, oak deck beams and teak decks. The trunk, coamings, cockpit and trim are also of teak. Accommodations include two berths, an enclosed toilet, built-in ice chest, sink and stove. Water and gas tanks are of Monel.

Zega has 243 square feet of sail in working jib and mainsail. Auxiliary power is by a Universal Atomic Four.





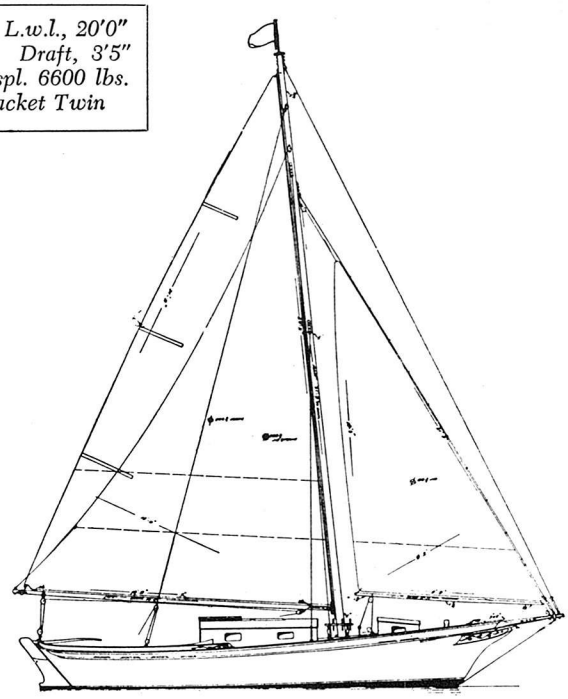
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Write Universal Motor Company

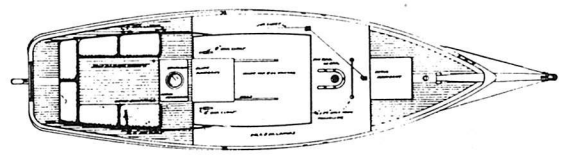


Courtesy ***RUDDER MAGAZINE***

L.o.a., 24'4"	*L.w.l., 20'0"*
Beam, 7'8"	*Draft, 3'5"*
S.A., 323 ft.	*Displ. 6600 lbs.*
Power, Universal Blue Jacket Twin	

AN OWNER-DESIGNED VEST POCKET CRUISER





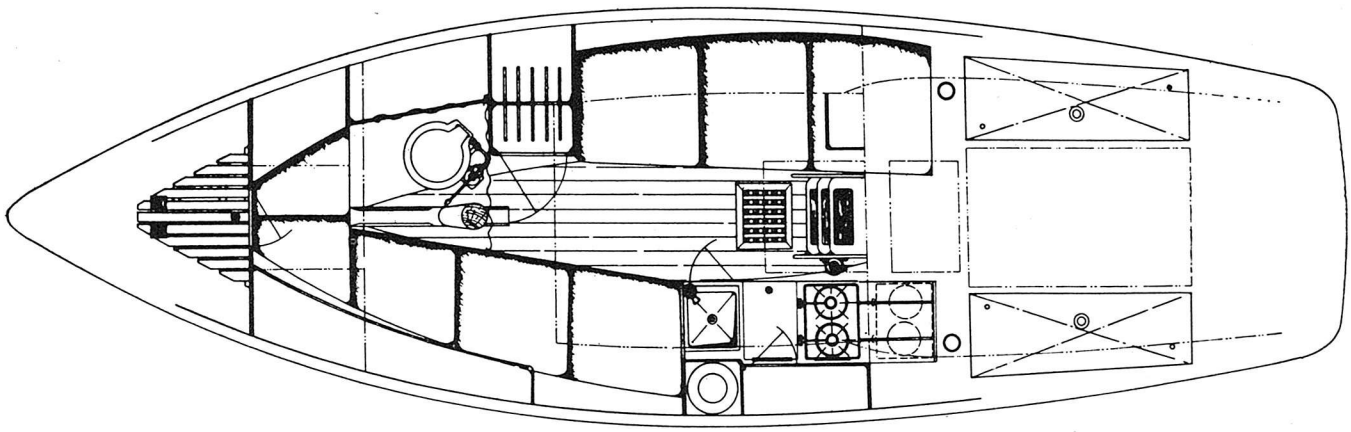
IRVING W. WATSON of 151 Randolph Street, South Weymouth, Mass., who tells us he is opening a designing office in Boston, designed this boat for his own use and plans to build her himself. She was planned with long distance cruising for the owner and his wife in mind, and also for simplicity and economy of maintenance and operation.

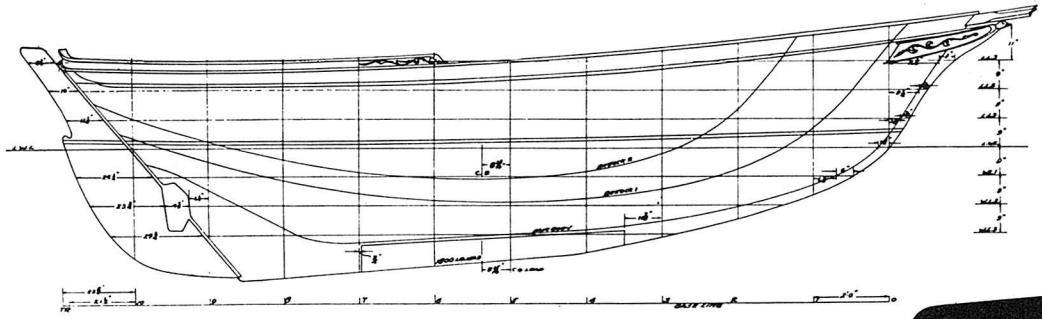
The design shows a nice sweep of sheer and a quarter rail aft which, with its decoration, will provide a feeling of security in the cockpit. The cockpit is a commodious one for a boat of this size.

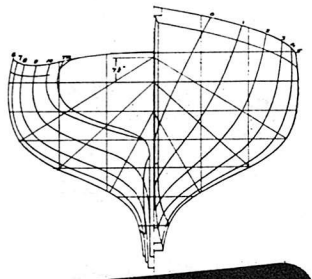
The full sections should enable her to carry her sail well while the sweeping, easy diagonals and nice waterlines should give this hull a fair turn of speed. Traditionalists will appreciate the handsome clipper bow and nicely carved figurehead and trailboards.

Power will be provided by a Universal 12-hp. Blue Jacket Twin. Tinned copper tankage will be provided for 32 gallons of gas and the same of water. Sails will be made by P. C. Wallace.

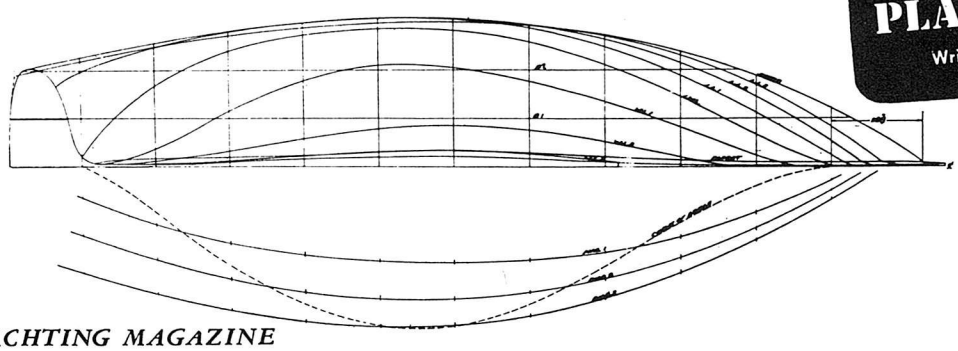
Construction calls for white oak frame, ¾" white cedar planking, pine decks and Honduras mahogany trim. Fastenings will be bronze. Spars will be of solid Sitka spruce, made by the owner, and standing rigging will be of galvanized plow steel. Hardware will be provided by Wilcox, Crittenden.



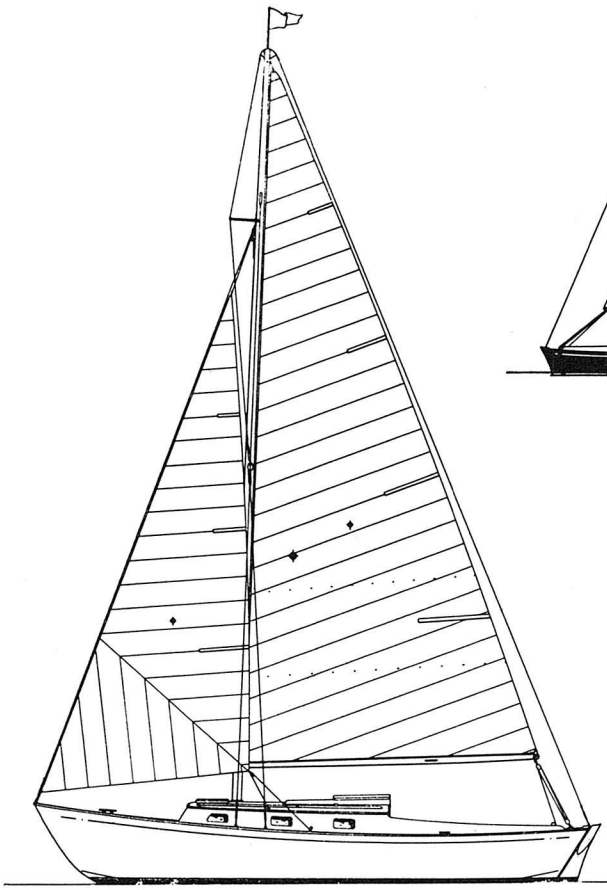


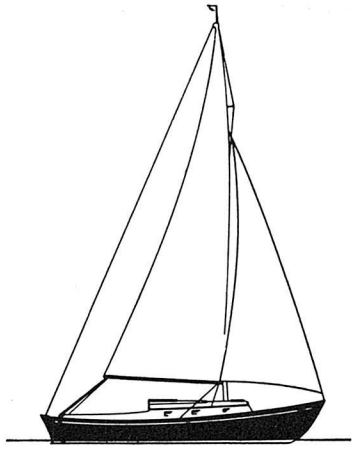


PLANS AVAILABLE
Write Universal Motor Company



Courtesy YACHTING MAGAZINE





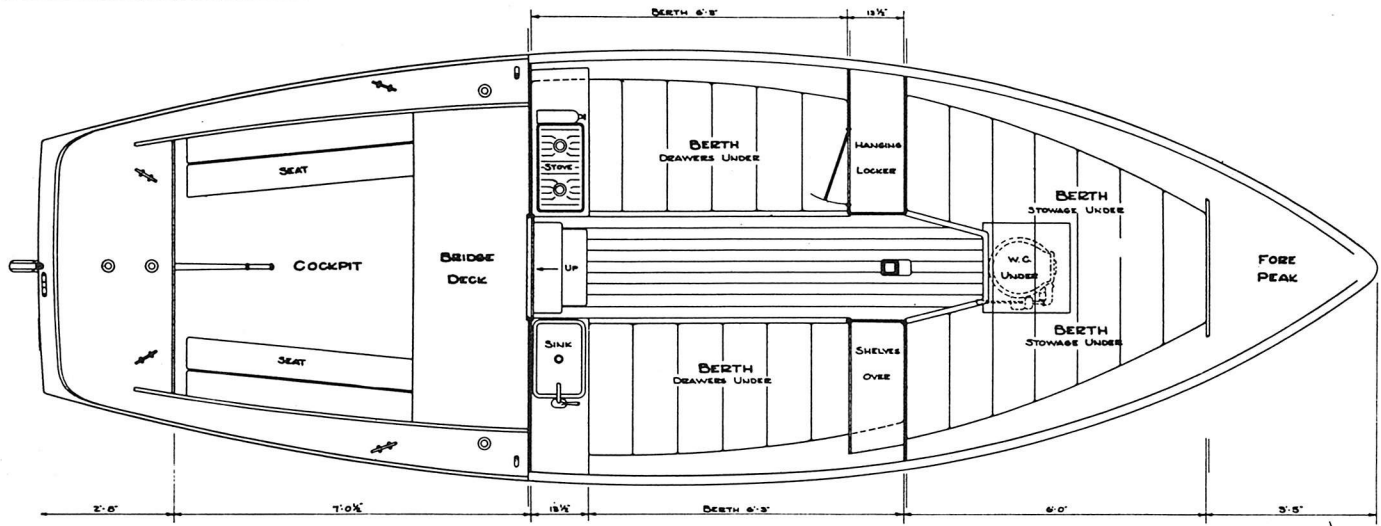
Plywood Auxiliary Sloop

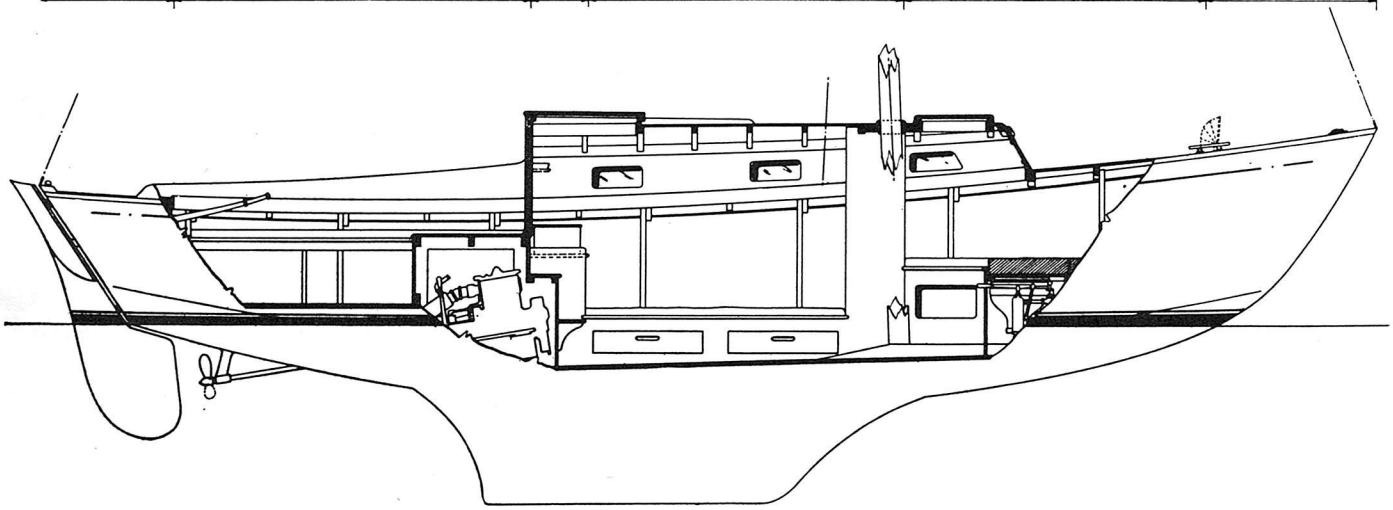
26'6" x 21'6" x 8'6¾" x 3'6"

THIS vee bottom plywood auxiliary sloop was designed by Charles W. Wittholz, 5 Balfour St., Valley Stream, N. Y., for William C. Dickerson, boat builder of Church Creek Road, Cambridge, Md. The designer says:

"This sloop will show a fair turn of speed under sail and has enough vee forward to eliminate pounding in a chop. She has four full size berths, a head, galley, hanging locker and shelf space in the cabin, which has sitting headroom. Sail area is 346 square feet and power is either a Universal Blue Jacket Twin or a Universal Atomic Four.

"These boats are now building and will be offered for sale as finished boats or partially completed in kit form."



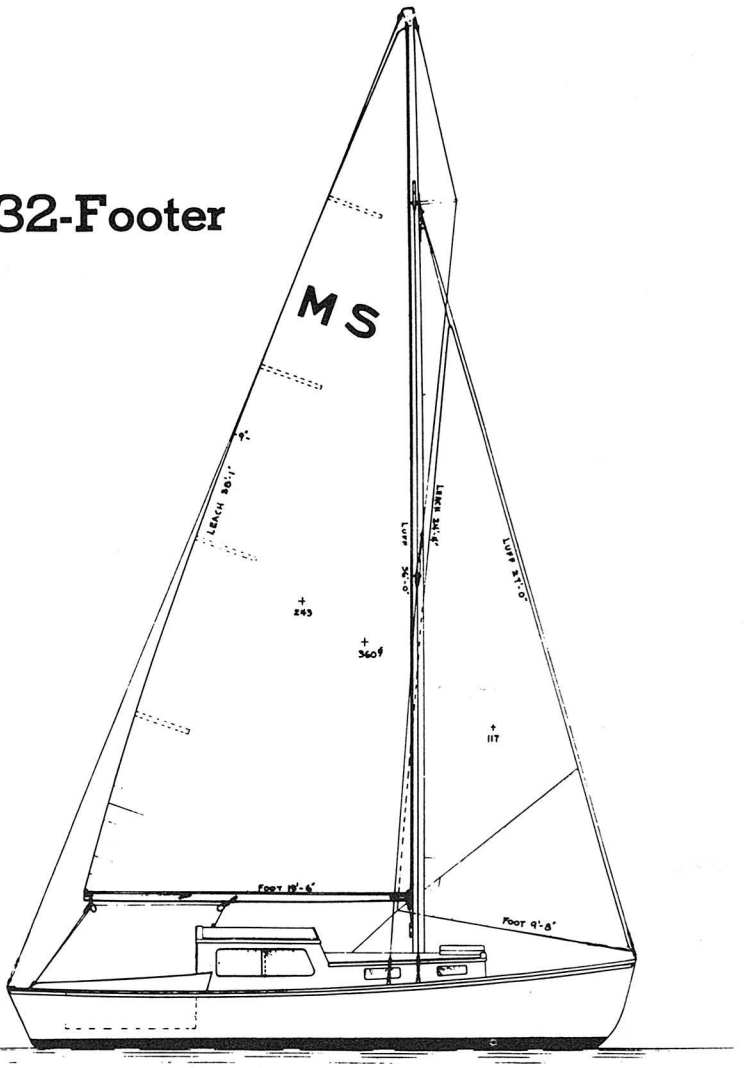


Courtesy RUDDER MAGAZINE

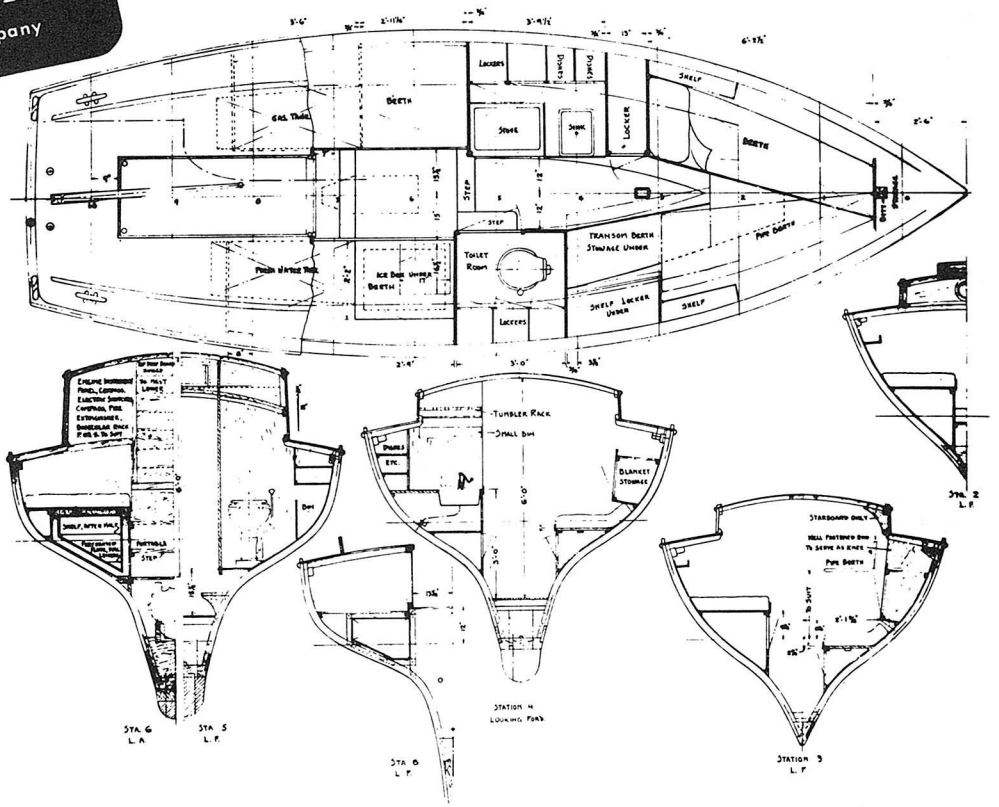
Howard M. Smith, Jr., Has Put the Room of a 32-Footer in This 26-Foot Sloop

Trim as this cruising sloop may be, there's an exceptional amount of comfort and accommodations in her small size -- 25' 11½" l.o.a., 22' 6" l.w.l., 9' 0" beam and 5' 0" draft. Displacement is 10,000 lb. with 3500 lb. lead ballast. Sail area is 360 sq. ft.

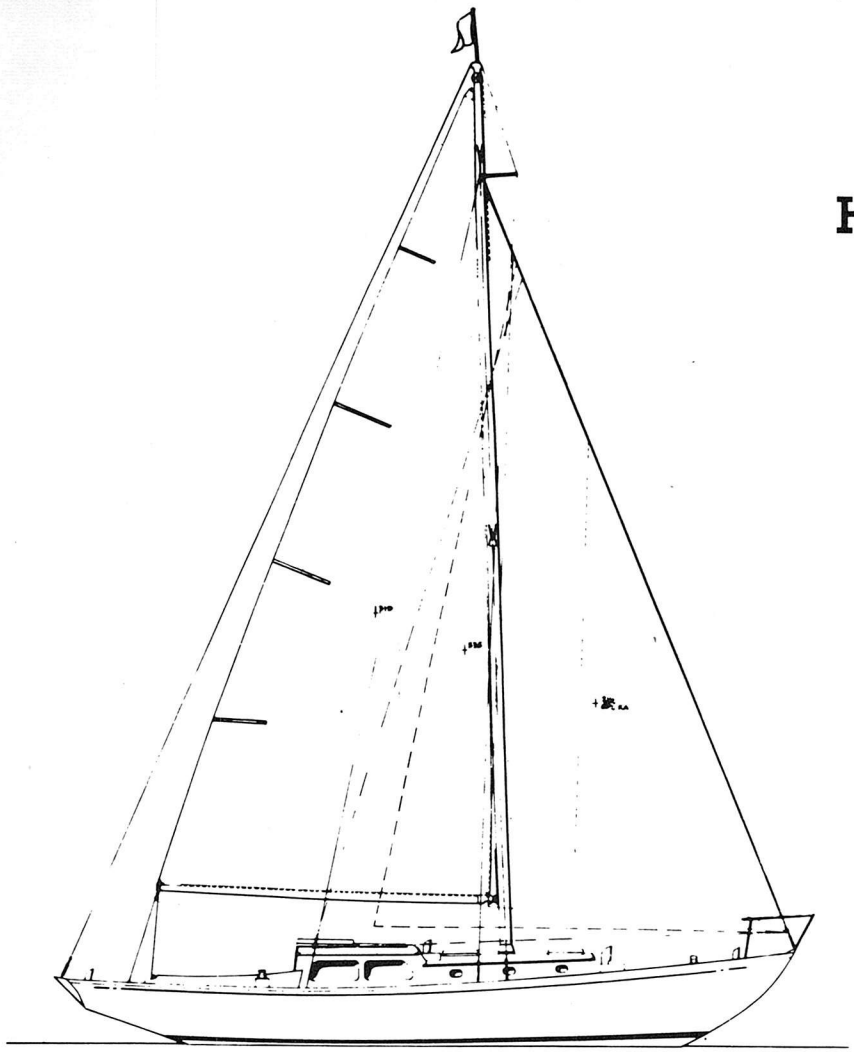
Mr. Smith, of Mystic, Conn., says, "The basic idea of 'Mystic Sailer' was to get out a small, compact, easily driven round bottom craft that's comfortable and seaworthy with 6-foot headroom in both the doghouse and cabin and yet not be tubby in appearance." Construction is substantial. Power is supplied by a compact Universal 25 h.p. Atomic Four with reduction drive.



PLANS AVAILABLE
Write Universal Motor Company



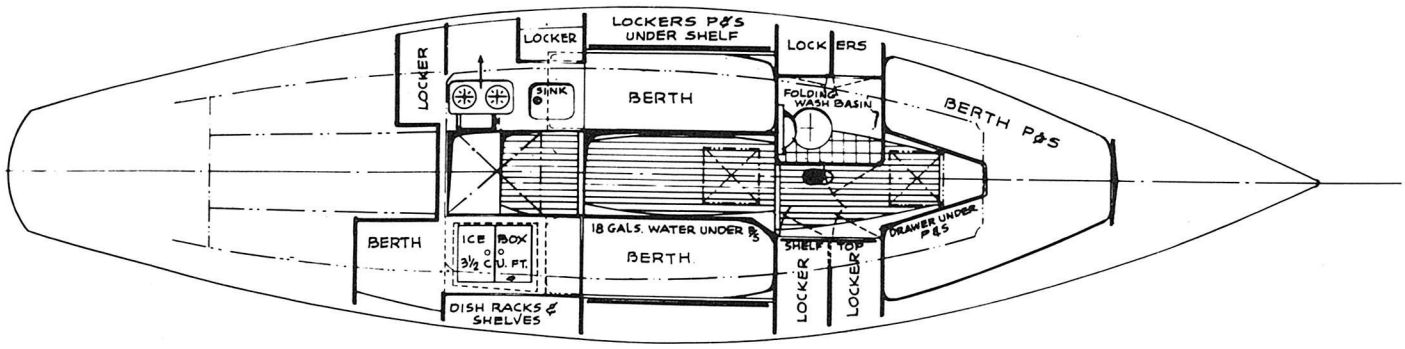
Handsome Little Sloop by Rhodes

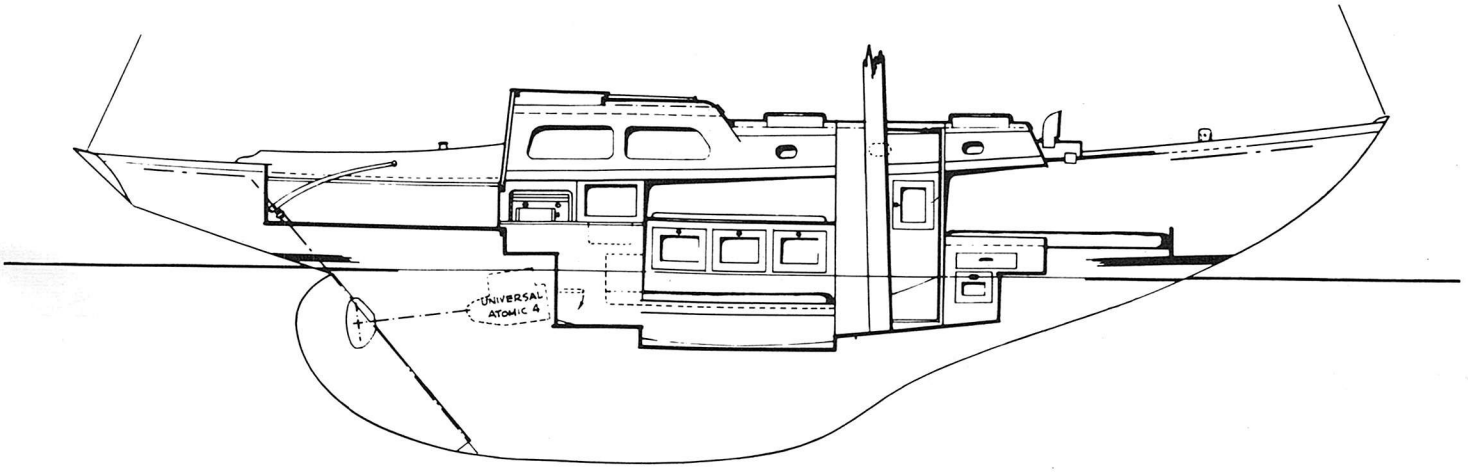


Here's a sharp little sailer with effective sloop rig by Phillip L. Rhodes, New York, N. Y. She measures 36' 0" x 24' 0" x 9' 3" x 5' 3" with a sail area of 535 sq. ft.

She's a five-sleeper with generous-sized bunks. There's lots of light and air due to her doghouse, and a good self-bailing cockpit over the Universal 25 h.p. Atomic Four marine engine. The galley is large and there is plenty of locker space. Headroom is 6' 1".

This little boat has reasonably long ends, generous beam and, together with smart performance, will have the ability to carry her sail.



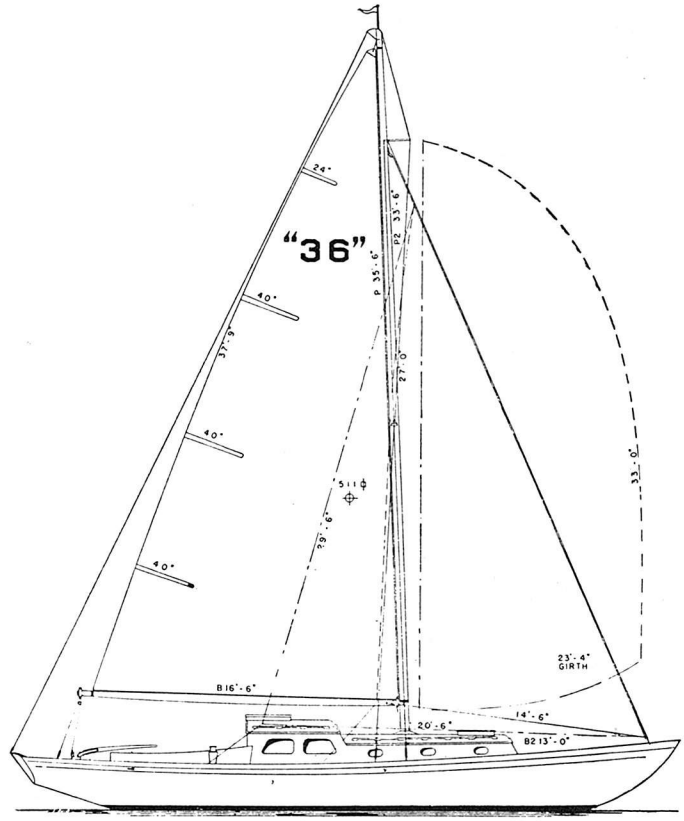


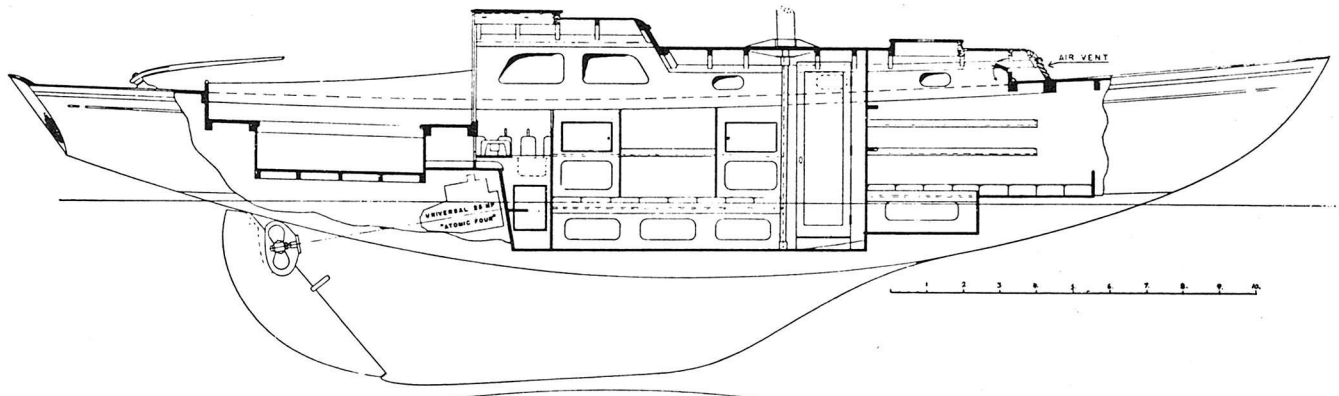
THE NORWEGIAN-BUILT "KNARR 36"

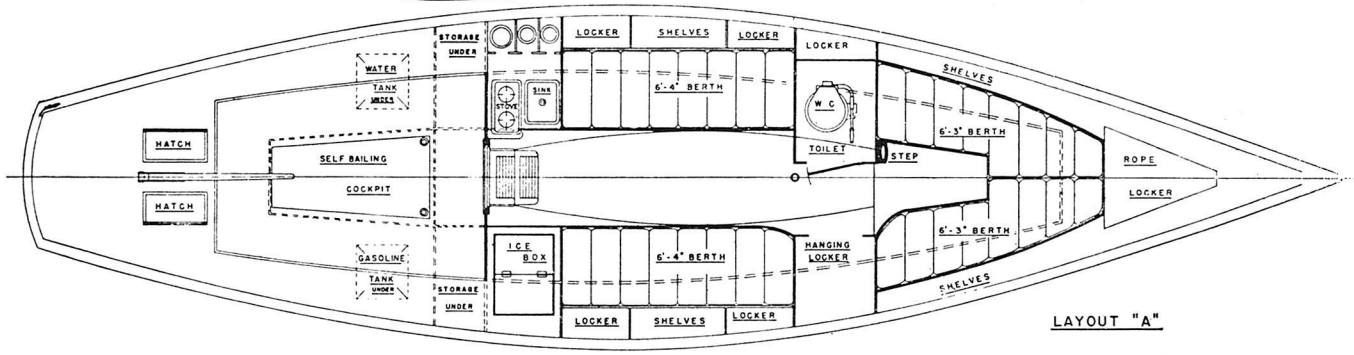
L.o.a., 36'0"	*L.w.l., 26'0"*
Beam, 9'6"	*Draft 5'2"*
S.A., 511 ft.	*Displ. 9,000 lbs.*

Power, 25 hp. Universal

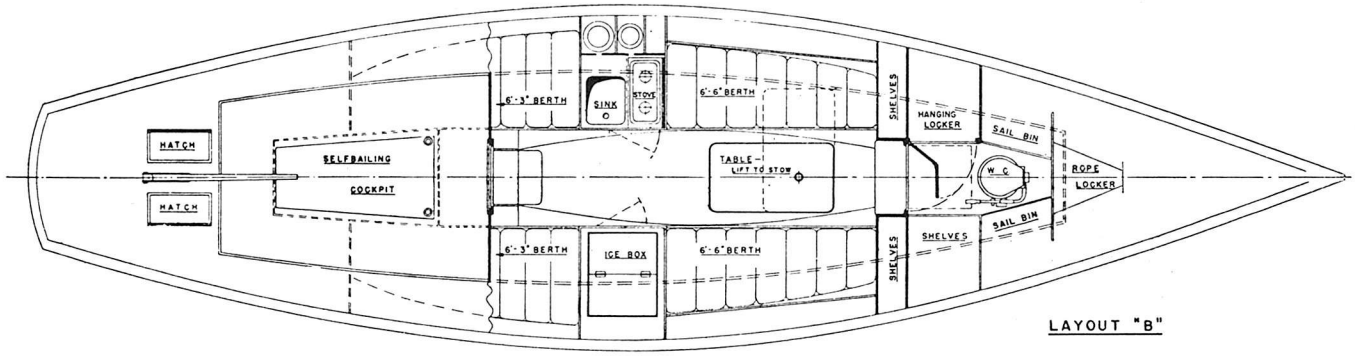
FROM PLANS jointly worked out by Jac. Iversen, of Stockholm, and Nils Lucander, now of International Yacht Sales, Detroit, the "Knarr 36" is the latest of a series of Norwegian-built boats developed by this group for the American market. Headroom has been sacrificed in the interest of economy but you can stand erect in the dog house. Although costs have been cut wherever possible yet the new boat's specifications are good: They call for oak backbone and frames, mahogany planking, canvas covered spruce deck, mahogany trim, bronze fastenings and a cast iron ballast keel. Spars are Sitka spruce and rigging stainless steel. Standard equipment, which is most complete, includes a 25 hp. Universal engine, stainless propeller shaft and tinned copper tanks of 25 gal. capacity each for gas and water.







LAYOUT "A"



LAYOUT "B"

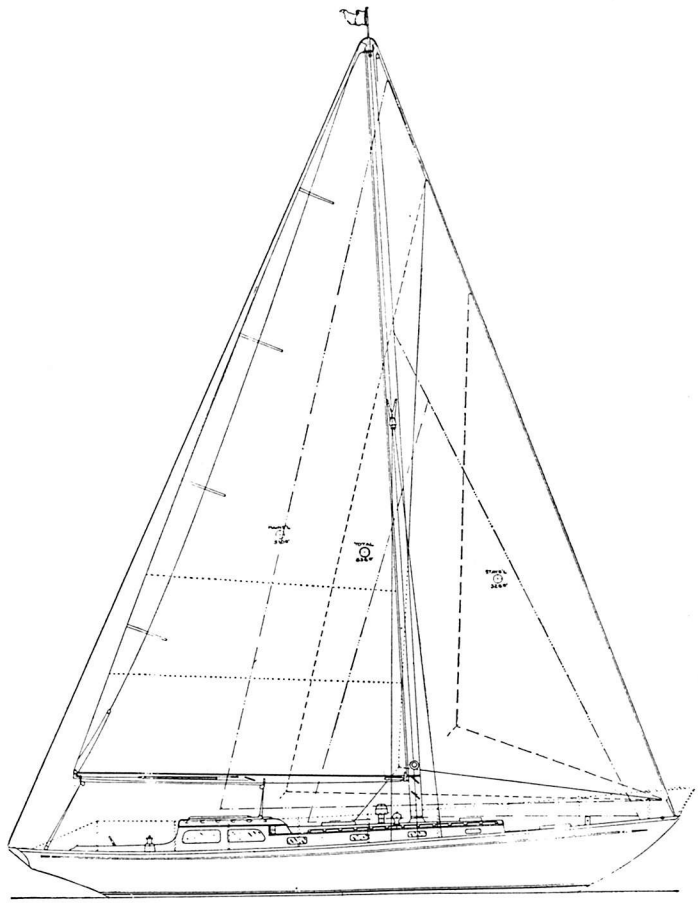
Courtesy YACHTING MAGAZINE

GEIGER DESIGN FOR A CENTERBOARDER

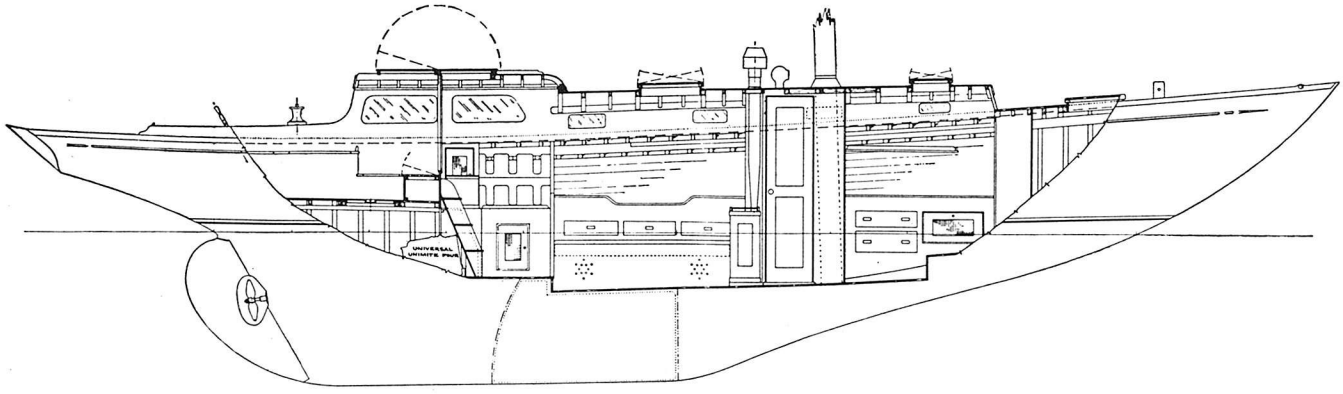
FREDERICK C. GEIGER, of Yacht Sales & Service, 1528 Walnut St., Philadelphia, describes this recent plan from his drafting board as "a fast, shoal-draft cutter with a low C.C.A. Rule rating, the lines a development of several other shoal draft Geiger auxiliaries such as *Teal* and the Ranger sloops." Although originally designed as a wooden boat, he says, she could readily be built in steel, with cast steel ballast and a steel centerboard. As designed, both centerboard and trunk are of bronze. Another easy alteration would be from the cutter rig as shown to an inboard-rigged yawl.

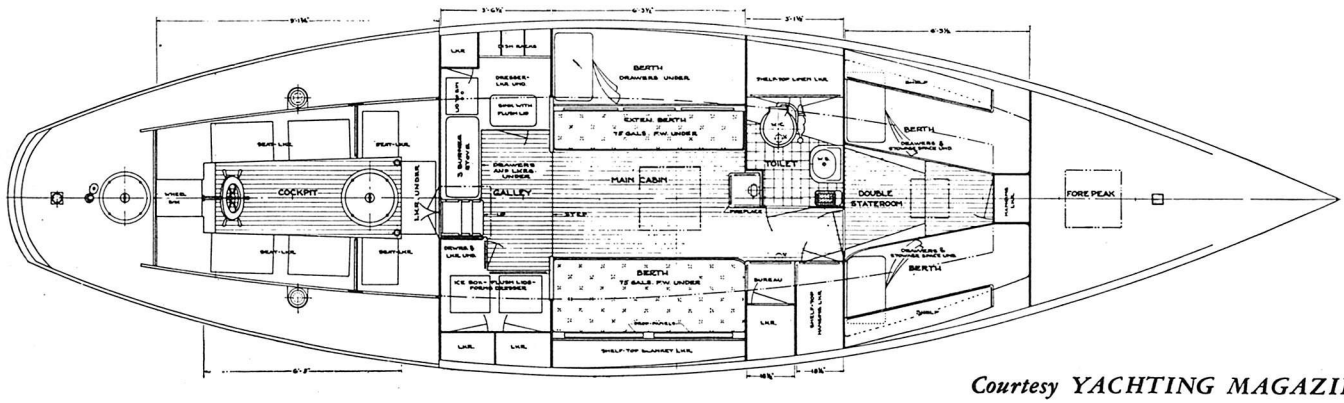
Following other successful Geiger boats, she is of moderate draft with the board dropping through a lead ballast keel. The masthead rig provides for hanging a lot of light canvas in the fore triangle for racing. She has the popular cabin layout with double stateroom forward, followed by toilet room and lockers, then a main cabin with one built-in and two transom berths, and a big galley aft. A doghouse over the forward end of the cockpit, with sitting headroom, will keep two or three people out of the weather in wet going. Large sail-stowage capacity is provided both in the forepeak and under the cockpit seats.

The auxiliary engine will be a 52-hp. Universal, which should move her along at 6½ knots. Specifications call for white oak keel, stem, deadwood and frames, mahogany planking, teak deck and trim, bronze fastenings, hollow Sitka spruce spars, stainless steel rigging and Merriman fittings. Equipment to be installed includes a 12-v. belt-driven generator in addition to the regular engine generator; 110-v. AC wiring for dockside use for lights and other equipment; Crowell pressure water system, Sutton electric bilge pump, Groco electric toilet, and a Constavolt marine electricity converter. A Willis pressure alcohol three-burner stove and Edson steering gear are specified, as are a 45-gal. Monel fuel tank and 150-gal. tinned copper water tank.



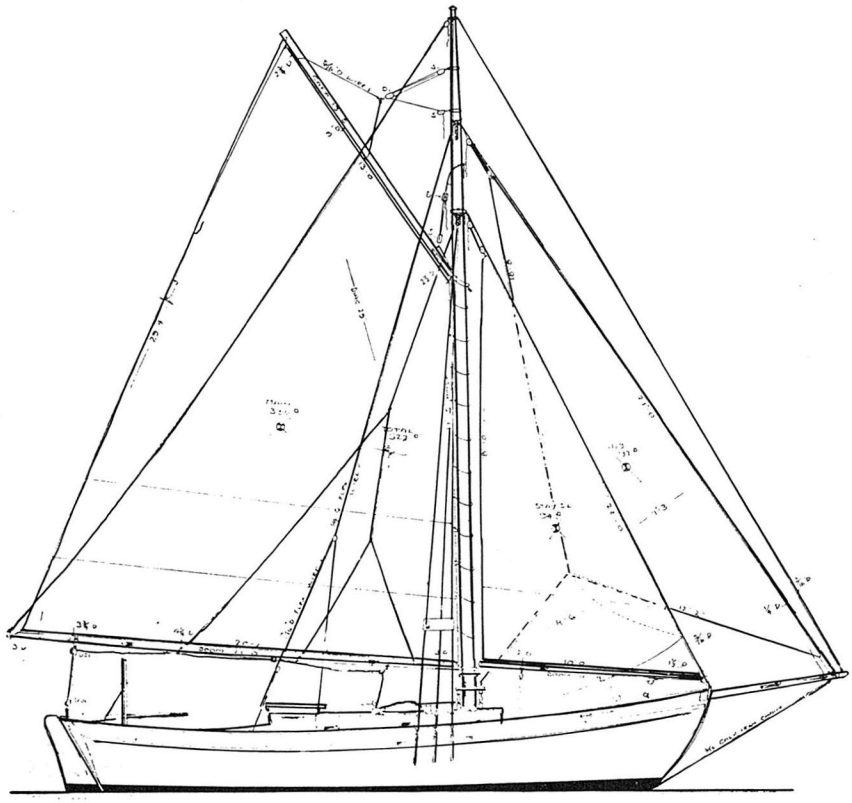
L.o.a., 43'4"	*L.w.l., 30'0"*
Beam, 11'5"	*Draft, 4'11"*
S.A. 836 ft.	*Ballast, 8500 lbs.*
Auxiliary, 52-hp. Universal	





Courtesy YACHTING MAGAZINE

"CATHERINE S," ATKIN-DESIGNED 30-FOOTER



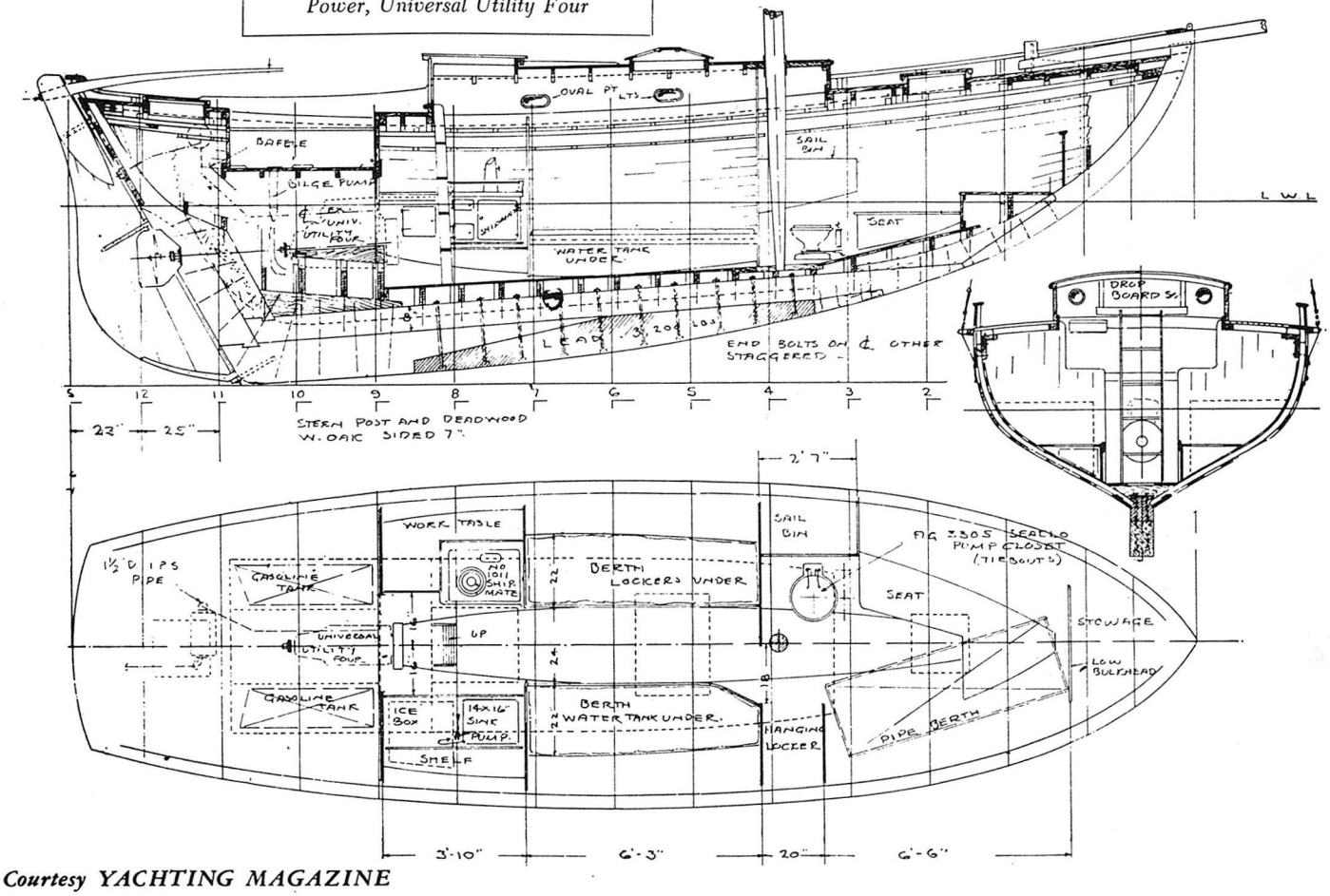
ATKIN & COMPANY of Darien, Conn., turned out this handsome 25′ waterline gaff-headed cutter for a yachtsman of Brooklin, Maine. No attempt has been made by the designer to crowd sumptuous accommodations into the short-ended hull of this little packet, nevertheless she will comfortably accommodate a party of three —two in the main cabin and one forward. The galley, with its Shipmate stove, sink and icebox, provides good working space and there is 6′ of headroom under the companion slide for the cook.

A Universal Utility Four engine fits neatly under the bridge deck and cockpit floor and will provide ample power for a speed of 7 miles per hour. Gasoline tanks are installed on the cockpit floor so that any spillage will flow overboard through the scuppers. Her propeller is a two-bladed Columbian, Style D.

Catherine S will carry a modest gaff-headed main, staysail and jib, with a total area of 527 ft. There is a lot to be said for the gaff-headed sail plan, especially as it applies to wholesome cruising yachts.

Construction calls for white oak frame, white cedar or eastern pine planking and white pine decks with caulked seams. Trim will be oak and fastenings galvanized. Her toilet will be a Seaclo and her stove a No. 1011 Shipmate coal and briquet burner. Her lead ballast keel weighs 3200 lbs.

L.o.a., 29′10″ *L.w.l., 25′0″*
Beam, 8′9″ *Draft, 4′10″*
Sail area 527 feet
Power, Universal Utility Four



Courtesy YACHTING MAGAZINE

A 46-Ft. Bugeye Rigged Bateau by Tarbox

This unusual and remarkably picturesque, yet practical and easy-to-build cruising auxiliary was designed by Luther Tarbox, 6301 Chef Montous Highway, New Orleans, Louisiana. A complete designer's description was carried in the January and February, 1955, issues of BOATS Magazine.

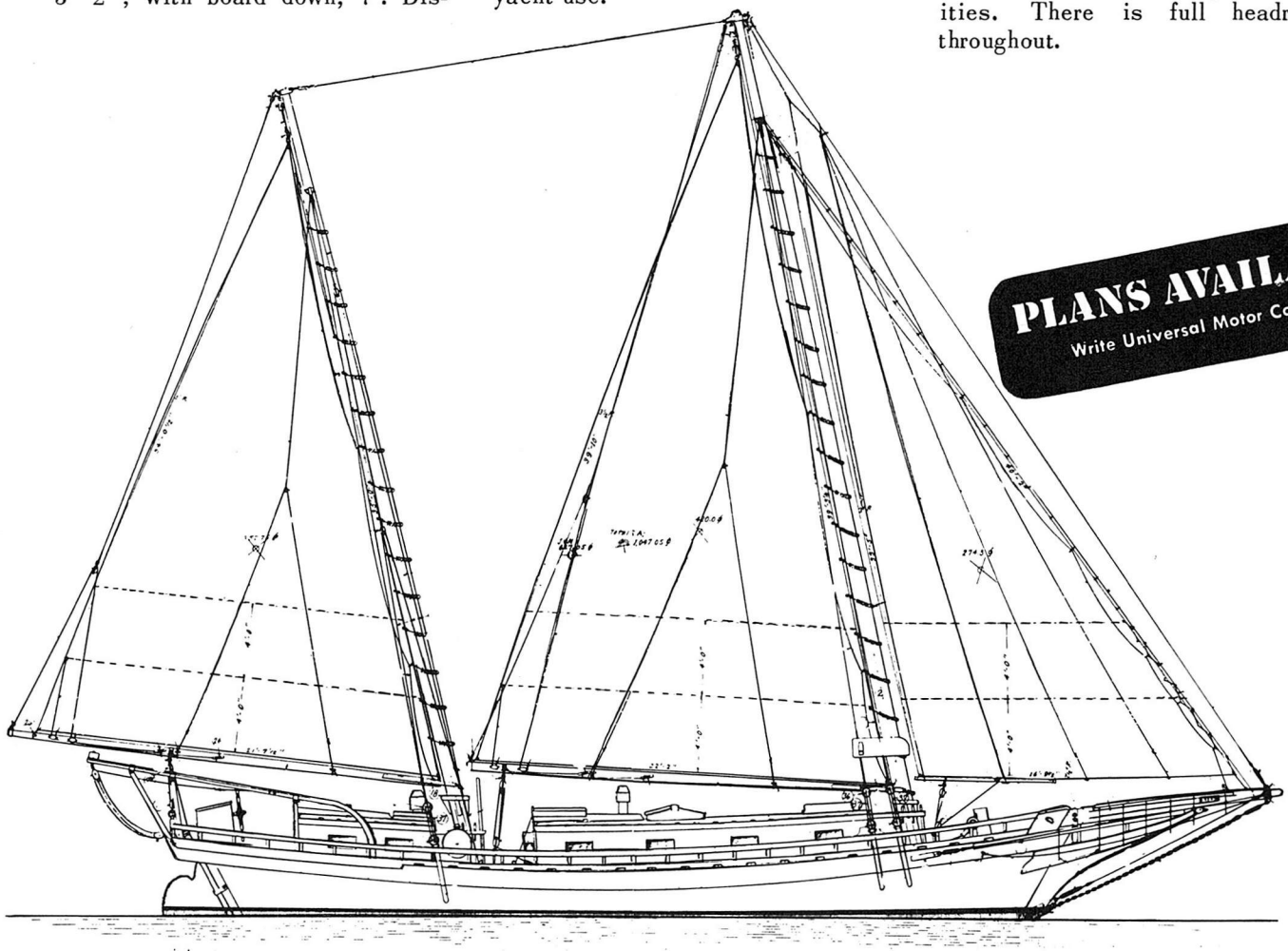
Dimensions of her double-ended skip jack hull, on bugeye proportions, are: length over-all, 46' 10"; length on water line, 43'; beam 12' 9-1/4"; draft with center board up, 3' 2"; with board down, 7'. Displacement: 40,260 lb. in salt water. Power: Universal Utility Four with 2-1/4 to 1 reduction or Universal Atomic Four with 3.06 to 1 reduction for a speed of 6 knots.

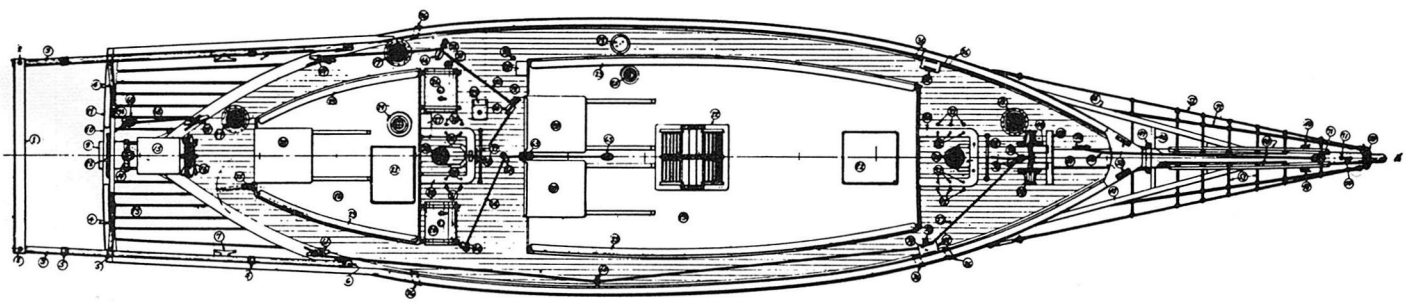
According to the designer, the cost of materials to build this ship will probably run below that of a new 28' to 30' stock power cruiser and quite a bit less than the cost of a 30' conventional auxiliary. Its simple V-bottom hull form lends itself to rugged, workboat construction methods. Yet she has sterling qualities which make her ideal for yacht use.

Her lines show that she's well formed for speed under sail. There's ample flare in the topsides throughout her length to keep her dry in rough going. She has ample lateral plane to make her hold on when on the wind, even in shallow waters.

She is a two-cabin auxiliary with two staterooms and four berths, toilet, locker in the forward cabin. Two additional upper berths could also be used. There is a coal-burning cabin heater. The after cabin is given over entirely to a galley and mess room, with complete facilities. There is full headroom throughout.

PLANS AVAILABLE
Write Universal Motor Company

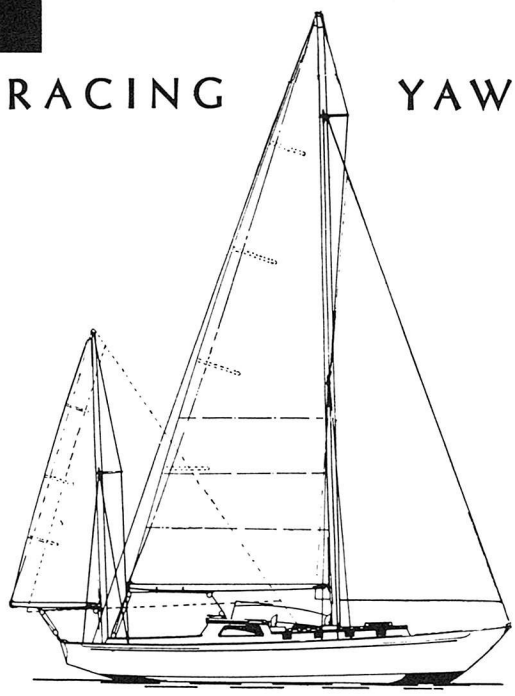




CRUISING-RACING YAWL BY GILES

THE YAWL shown here was designed by one of the leading English designers as a racing and cruising boat that would rate well under the Cruising Club of America's measurement rule. J. Laurent Giles, of Lymington, Eng., is the designer and she will be built by Lymington Slipways, Inc., the export firm which represents a number of British yacht builders.

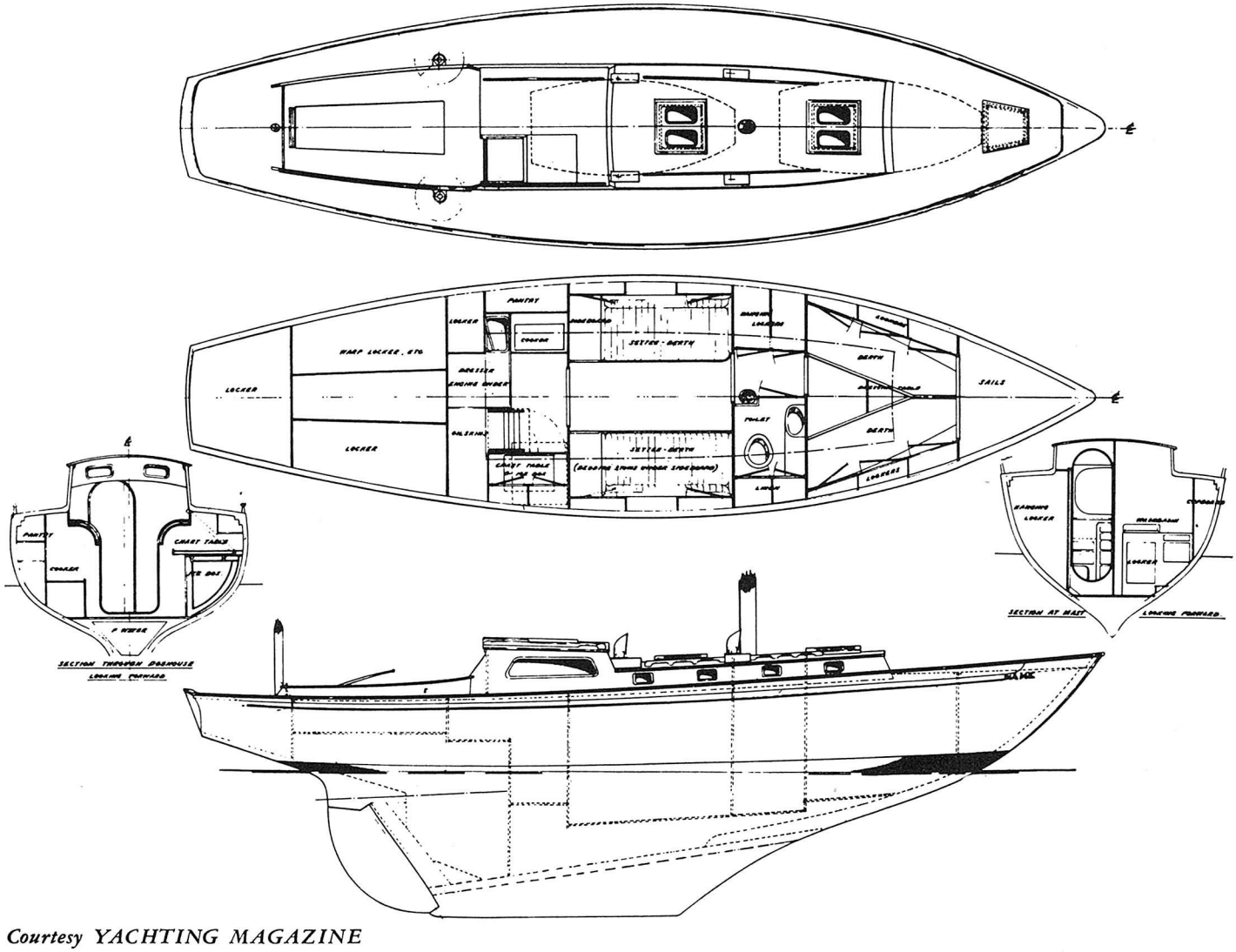
The sail plan looks uncommonly lofty and will set light canvas of large area for racing in light to moderate weather, but should handle well in really heavy weather under working jib and jigger. She has moderate ends and ample displacement, with easy bilges, and is expected to rate about 28′ under the C.C.A. Rule. Her beam is described as "generous" by British standards, though its 9′9″ looks moderate by ours. She will have an American engine, a Universal Utility Four, which the designer says will give her eight knots.



L.o.a., 37′0″	*L.w.l., 27′0″*
Beam, 9′9″	*Draft, 5′9″*
S.A., 788 ft.	*Disp., 17,500 lbs.*
Aux. power, Universal 25 hp.	

The layout is typical of American practice in this size boat, with a double stateroom forward, toilet room and hanging lockers next abaft, a two-berth main cabin, and a galley extending across the ship under the raised after part of the trunk. She has wide decks and a narrow cockpit, with big sail and gear lockers abreast the cockpit.

Construction, which will be supervised and classified by Lloyd's, will include keel, stem, deadwood and bent frames of oak, 1″ African mahogany planking, teak decks, and bronze fastenings. Spars will be hollow, of silver spruce. Standing rigging is stainless, and hardware will use much of the light British synthetic material, Tufnol. Lymington's American office is at 9 Newbury St., Boston, Mass. Equipment is optional with individual owners and English-made sails will be supplied by either Ratsey & Lapthorn, or Gowan & Co., at the owner's choice.



Courtesy YACHTING MAGAZINE

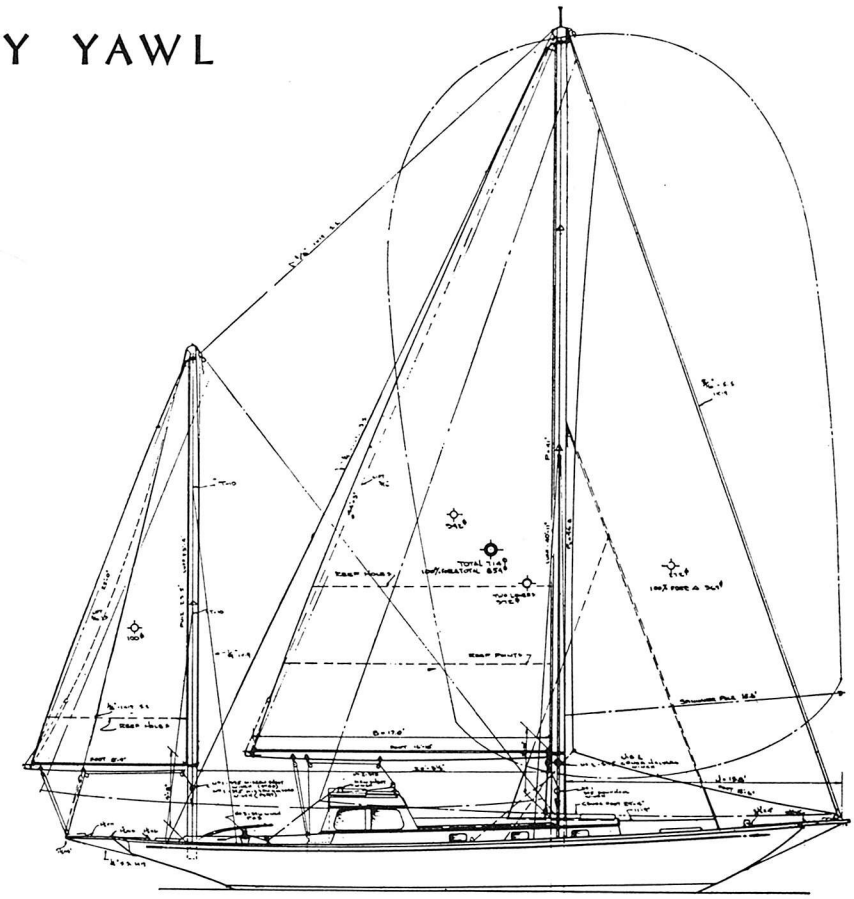
ALDEN AUXILIARY YAWL

THIS yawl, designed by John G. Alden, 131 State Street, Boston, Mass., for Dr. Charles Woodhouse, of Boston, Mass., and being built by D. McIntosh, of Dover, N.H., is a modification of the well-known Alden Coastwise Cruisers. Several of the latter have been changed from sloop to yawl rig, but in this boat the mainmast is shorter than in the regular Coastwise sail plan. However, the jibstay going to the masthead, and the balloon staysail, give her a lot of racing canvas in the fore triangle.

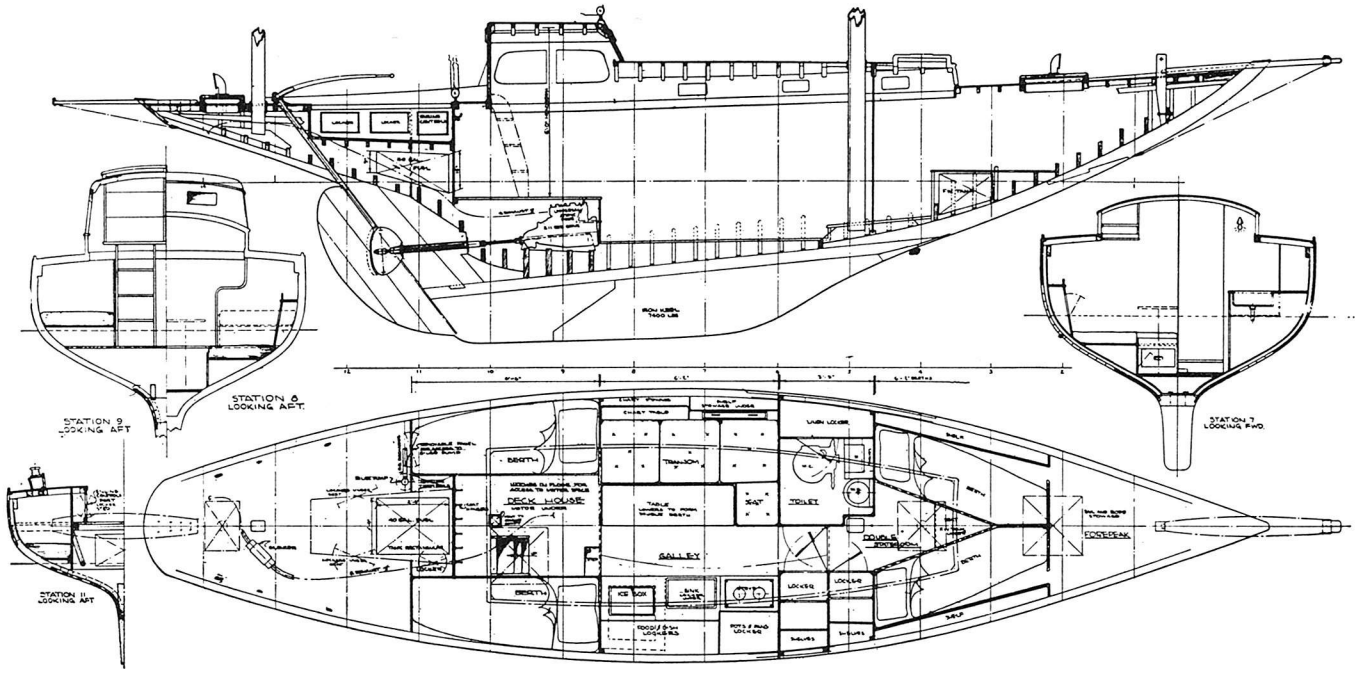
The cabin plan is quite different. A doghouse has been added, with two berths in it; the galley occupies the whole starboard side of the main cabin, with upper and lower berths opposite, giving bunks for six, with the double forward stateroom. The Universal engine, with 2:1 reduction gear, is tucked away under the doghouse floor, and is expected to give her seven knots under power. She will carry 40 gal. of fuel.

Keel, stem, deadwood and frames will be oak, planking Philippine mahogany, decks teak, trim Honduras mahogany and fastenings bronze. McIntosh is making her hollow spars and Merriman Bros. her hardware. The 7400-lb. ballast keel will be iron.

This boat has a small cockpit and unusually large cabin space, compared to her near-sister ships, and should prove a smart and comfortable cruiser, easily handled. Dr. Woodhouse plans to cruise this summer on the East Coast, but her eventual home will be Lake Michigan.



L.o.a., 39'6"	*L.w.l., 26'6"*
Beam, 9'9"	*Draft, 5'9"*
S.A., 714	*Ballast, 7400 lbs.*
Auxiliary, Universal, 2:1 red. gear	



Courtesy YACHTING MAGAZINE

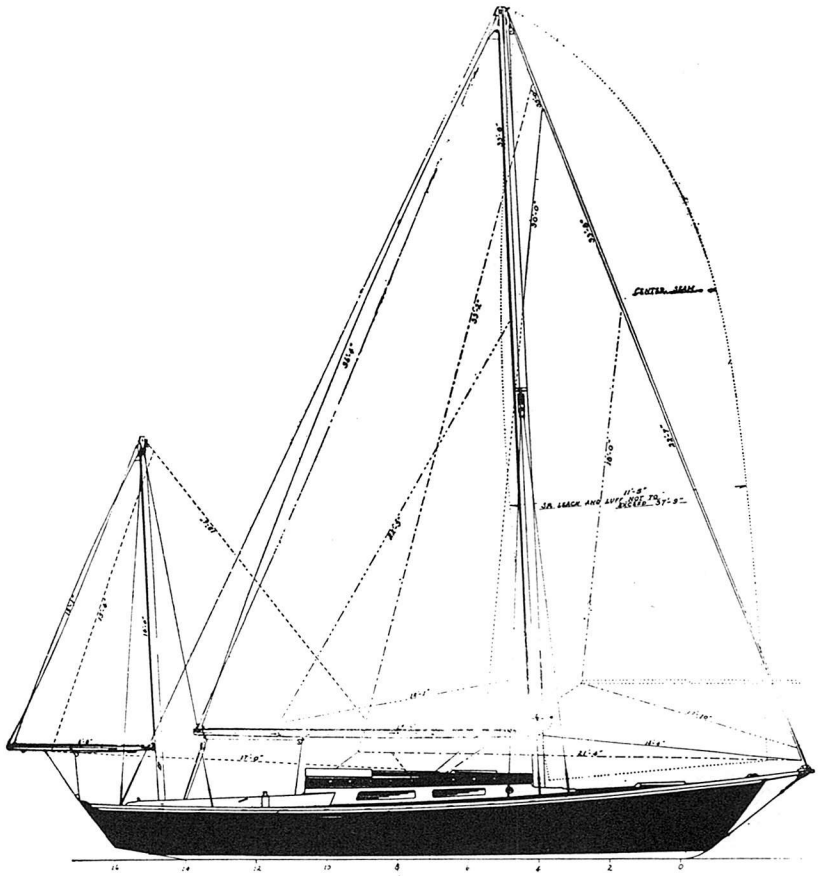
33-FOOT YAWL BY DUNHAM & TIMKEN

DUNHAM & TIMKEN designed this unusual 33′ yawl for J. DeForest Venter, of Branford, Conn., and she was built during the past winter by Paul E. Luke, of East Boothbay, Maine. The owner's requirements were for a smart, easily-handled auxiliary that would cruise four persons in comfort, and many of the accommodation details are the product of cooperation between the designers and Mr. and Mrs. Venter.

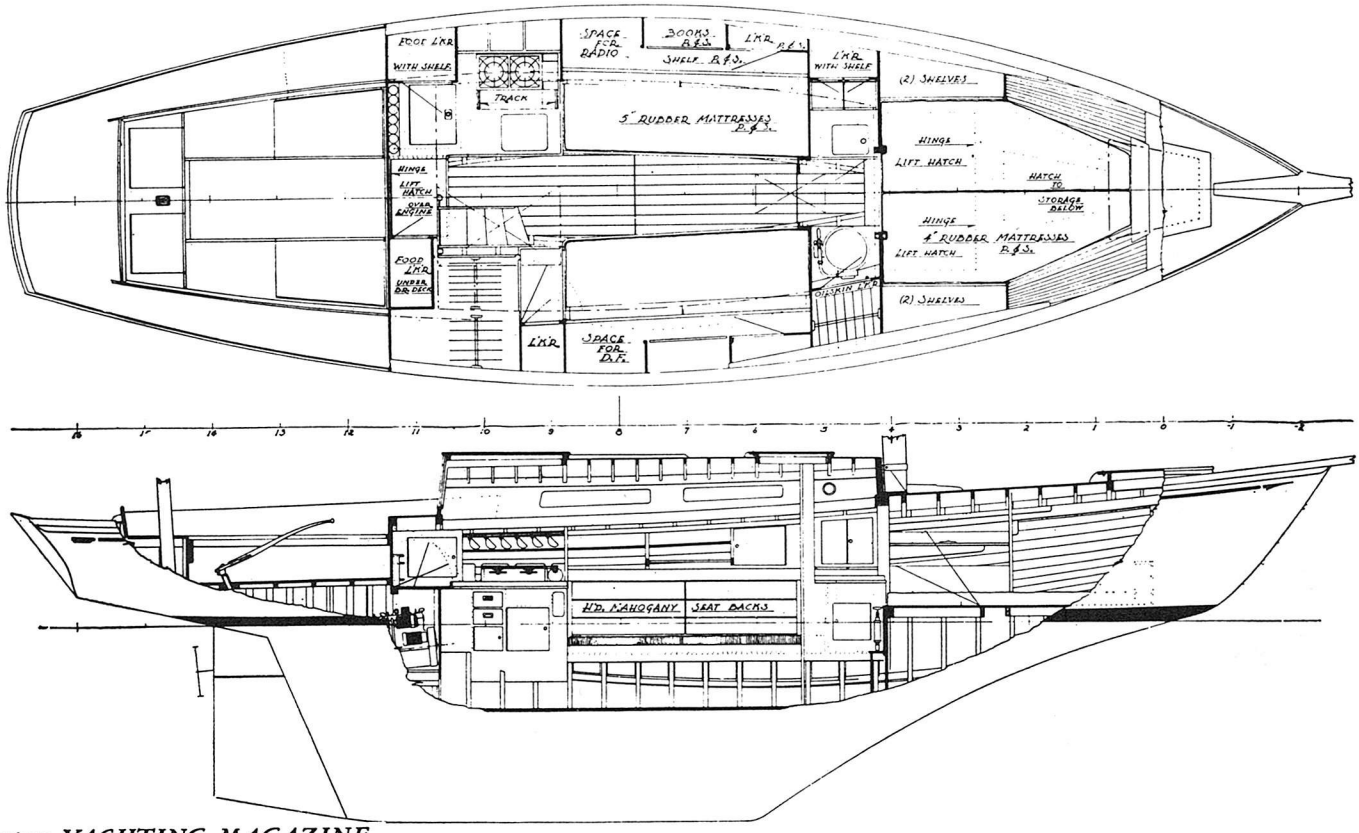
This design is a development of the *Sub Rosa* and *Flame* type which these designers have produced, with a broad, hollow keel structure which, while providing additional foot-room and headroom below, also has given good sailing performance. The yawl rig has a lower-than-usual aspect ratio, keeping the center of effort down, and a broad-based fore triangle permitting an efficient spinnaker.

The wide double berth forward sleeps two and the main cabin has the usual two berths with shelf and stowage space above and outboard. The toilet room, shut off by two doors, extends across the boat, and the galley is aft to port, with locker space opposite.

She is Philippine mahogany planked over white oak keel, stem and frames, with plywood decks and bronze fastenings. Sails are by Hathaway, Reiser and Raymond and hardware by Merriman. She carries a Wilcox, Crittenden alcohol galley stove.



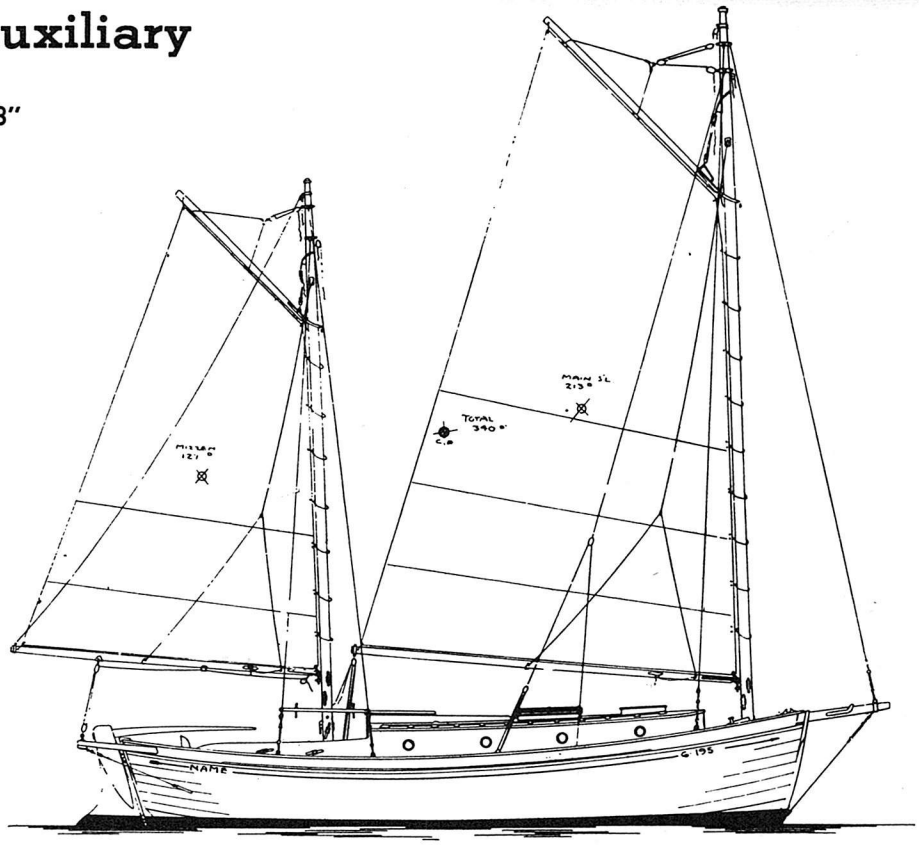
L.o.a., 33′1″ *L.w.l., 24′0″*
Beam, 9′10″ *Draft, 5′0″*
S.A., 543 ft. *Auxil. Universal Atomic 4*
Sails by Hathaway, Reiser & Raymond



Courtesy YACHTING MAGAZINE

Pirogue Rigged Auxiliary

26'10" x 24'9" x 8'8" x 2'8"

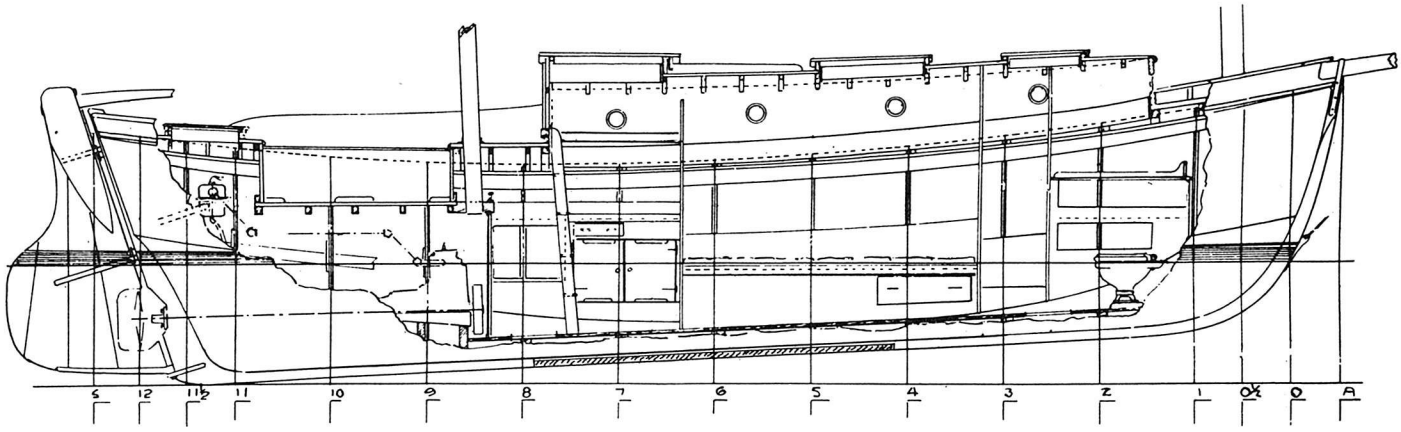


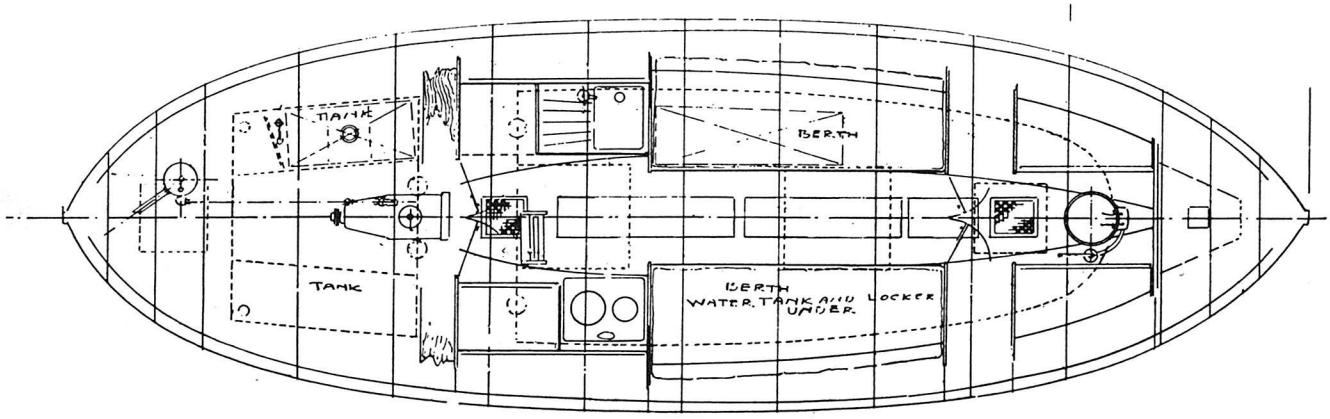
ATKIN and Co. of Darien, Conn., designed this interesting cruising auxiliary for Dr. Carl Larson of East Machias, Me. The double ender is a type which can be built for a reasonable figure, there being no frills and expensive equipment to consider in her cost. Furthermore the form of the hull is not difficult to build. The materials should be white oak, eastern pine and white ash for trim, the fastenings throughout galvanized boat nails and bolts. Solid spars are specified, to be made of grown spruce, fir or white pine. Wherever possible metal fittings are eliminated, with ash and oak used in their place. Mast hoops are shown on the plans, galvanized blocks, Roebling's galvanized iron standing rigging and galvanized iron turnbuckles.

The gaff headed sail plan spreads 349 square feet of canvas and has the advantage of being easily handled and quickly shortened or taken in. It is a rig that requires little in the way of repairs and replacements, sturdy and shipshape. The standing rigging is simple and designed for a long life.

The interior arrangement shows comfortable living space for two persons. There is a large galley fitted with a coal burning range, icebox, sink, lockers and shelves. There are two berths and drawers and other stowage space, a separate toilet room in which there is 5 foot 9 inch headroom, hanging lockers, bins and shelves, as well as a locker in the eyes of the vessel for ground tackle. Altogether it is a cozy cabin.

The cockpit is self draining. There are two gasoline tanks, one under each cockpit seat with a total capacity of 40 gallons. The Universal Fisherman single cylinder motor fits nicely under the bridge-deck and cockpit floor. The designers emphasize the advisability of installing the husky little motor that is specified. It has more than enough power for the lines of the pirogue and exactly fits the designed characteristics of the auxiliary.





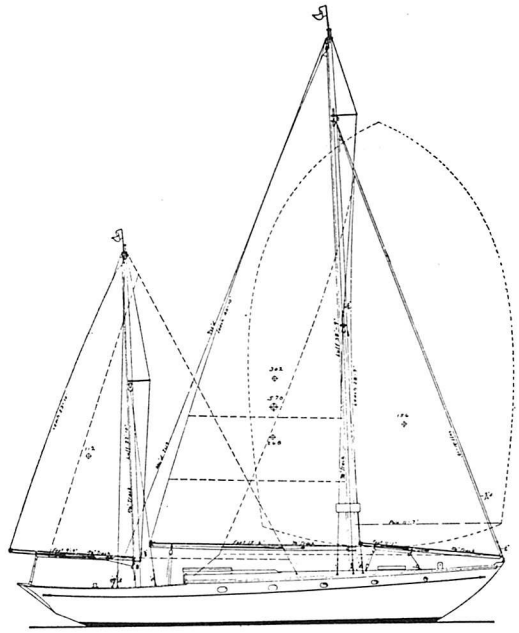
Courtesy ***RUDDER MAGAZINE***

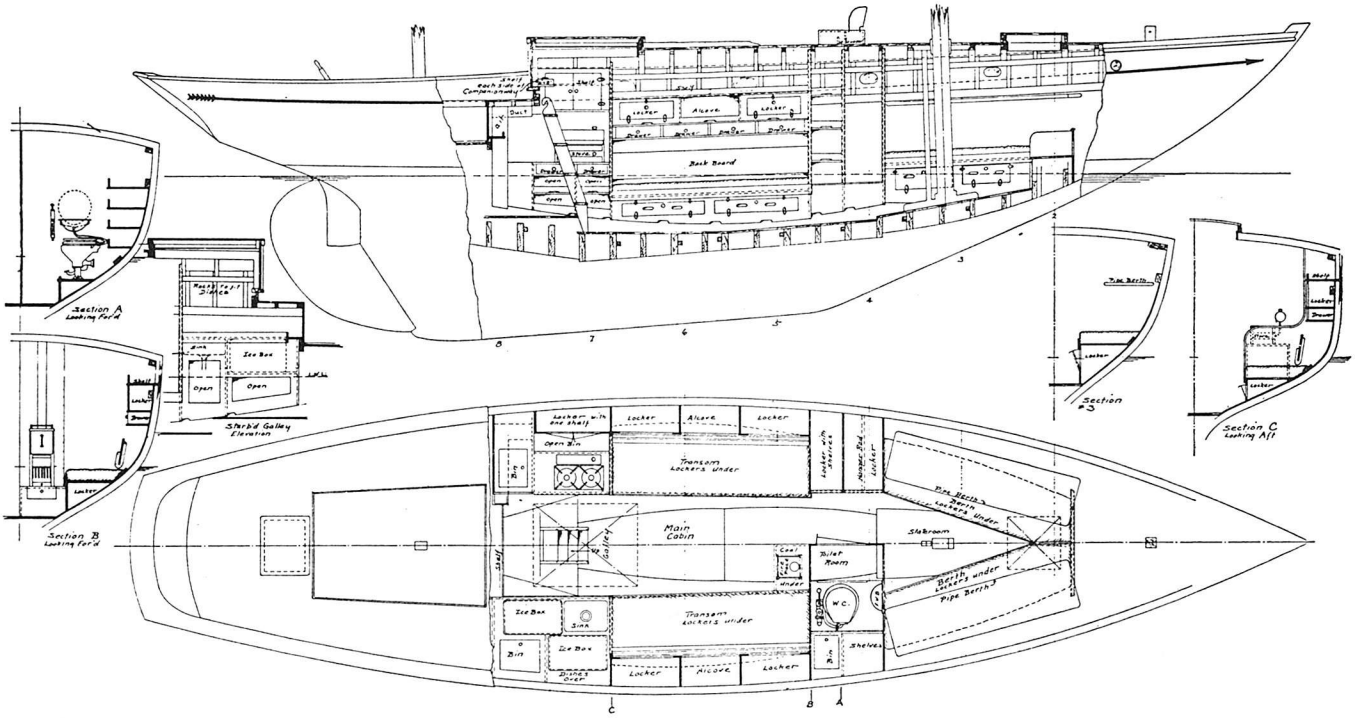
"SENECA," CRUISING KETCH BY CROCKER

S. S. CROCKER, 333 Washington St., Boston, Mass., is the designer, and S. S. Crocker, Jr. of Manchester, Mass., the builder of this raised deck ketch launched last July for George R. Poor, of Marblehead. The owner and his family live aboard for extended periods, explaining the four bunks in the forecastle, which is also the "nursery." In other respects the layout is conventional, with toilet room and hanging lockers abaft the forecastle, a two-berth main cabin with ample stowage room, and a large galley extending across its after end. Her raised deck construction—feature of many Crocker boats—gives her additional roominess below.

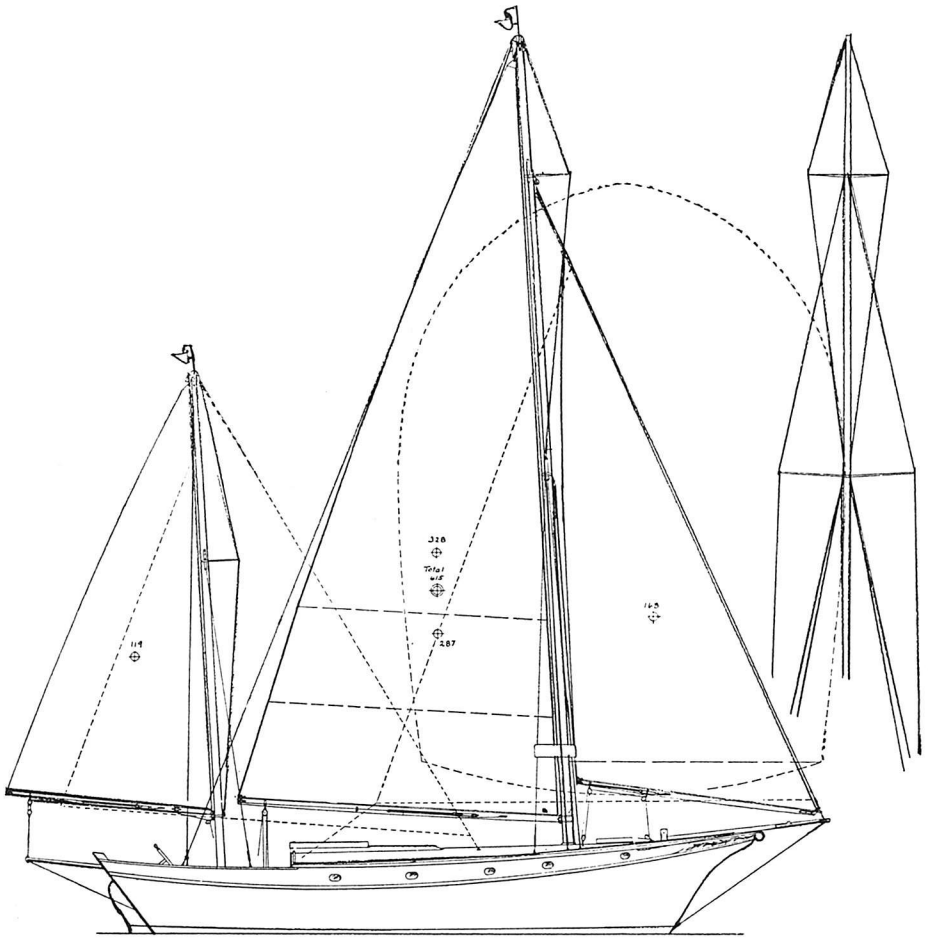
The rig is snug, designed for easy handling, and the way she sails under it has been a great satisfaction to her owner. She is mahogany planked over oak keel, frames, stem and deadwood, with canvas-covered plywood decks, bronze fastenings, hollow Sitka spruce spars and 1 × 19 galvanized rigging. The light, high-speed engine drives through 2½:1 reduction gears. Tin-lined copper tanks hold 30 gallons of gas and 40 gallons of water. She has an alcohol stove, and steers with a worm-geared wheel.

L.o.a., 38'0"	*L.w.l., 27'0"*
Beam, 9'7"	*Draft, 5'4"*
S.A., 570 ft.	*Disp., 14,000 lbs.*
Auxiliary, Universal Atomic Four	





Courtesy YACHTING MAGAZINE



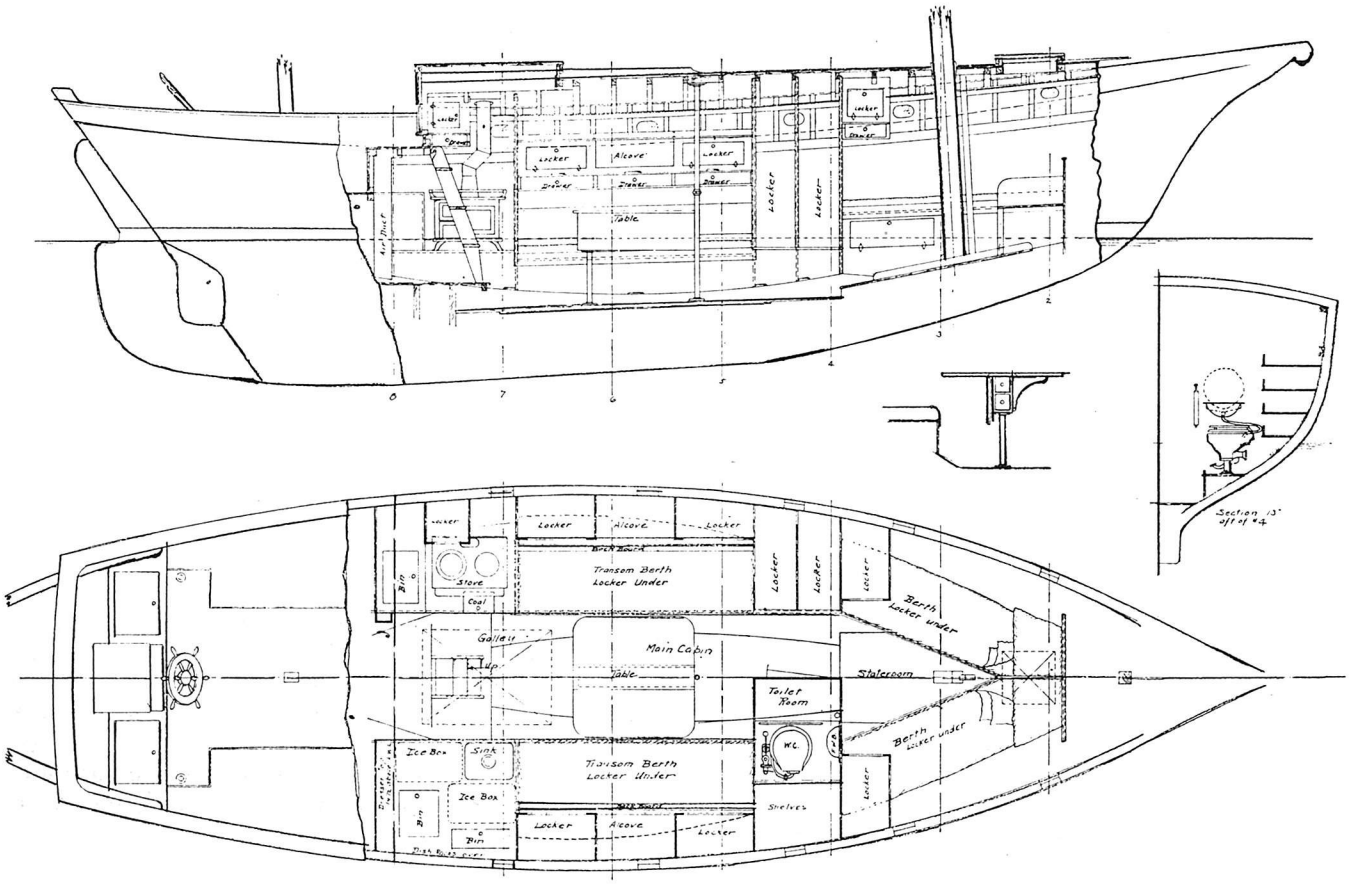
Ketch

33'4" x 10'6" x 4'

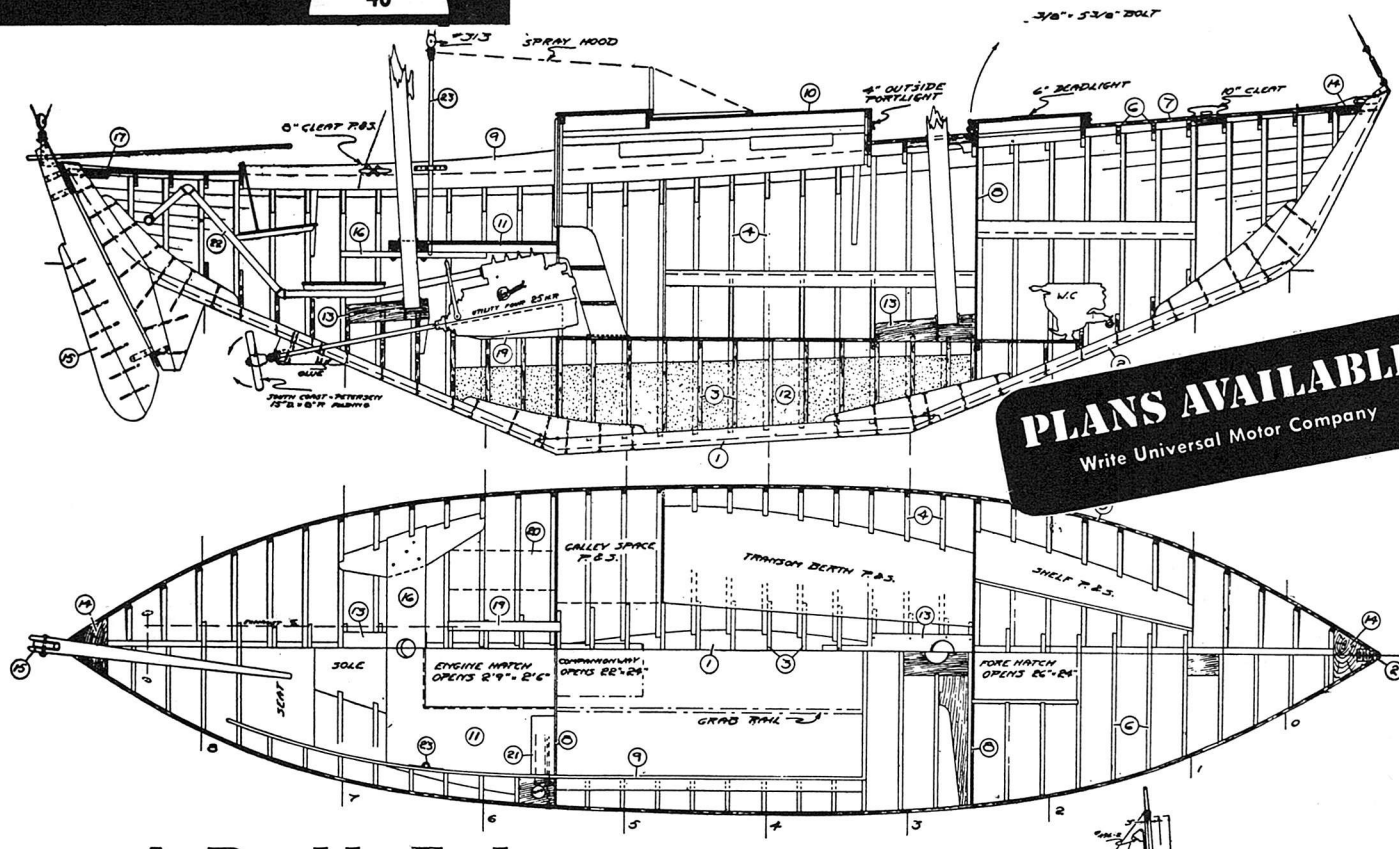
THE attractive ketch Torino was designed for George C. Lee of Westwood, Mass., by S. S. Crocker, 333 Washington St., Boston 8, Mass., and was built in the Manchester, Mass. yard of the designer's son. On her trials the Torino acquitted herself well, as is to be expected of a Crocker boat. The picture shows a pretty cruising boat of pleasing lines. Although she has a centerboard below the cabin sole she performed well without it.

The sail area of 615 square feet is snug and easily handled, without a line needing attention when tacking. The auxiliary power is by a Universal Utility Four pushing through 2¼ to 1 reduction gear. The accommodations are generous for a boat of her size. The fact that she is of raised deck construction will give her spaciousness below.

The masts are hollow, the booms solid, and the standing rigging is of stainless steel.



Courtesy RUDDER MAGAZINE

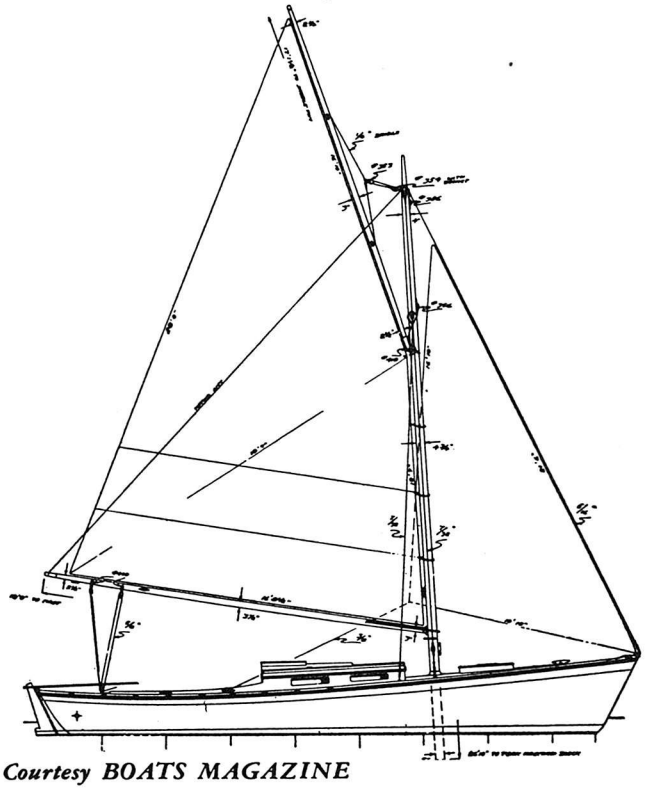


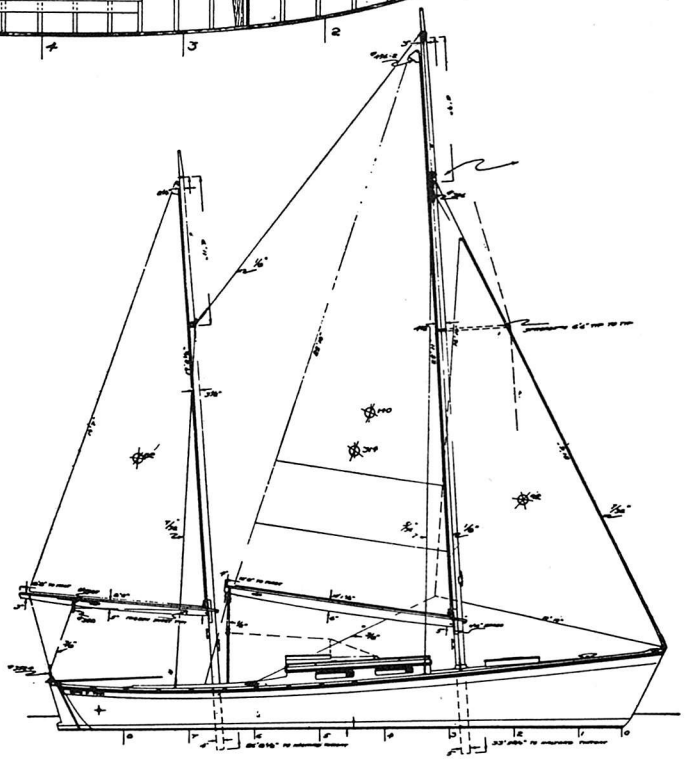
PLANS AVAILABLE
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A Double-Ender

Designed by Philip C. Bolger
Motor — Universal

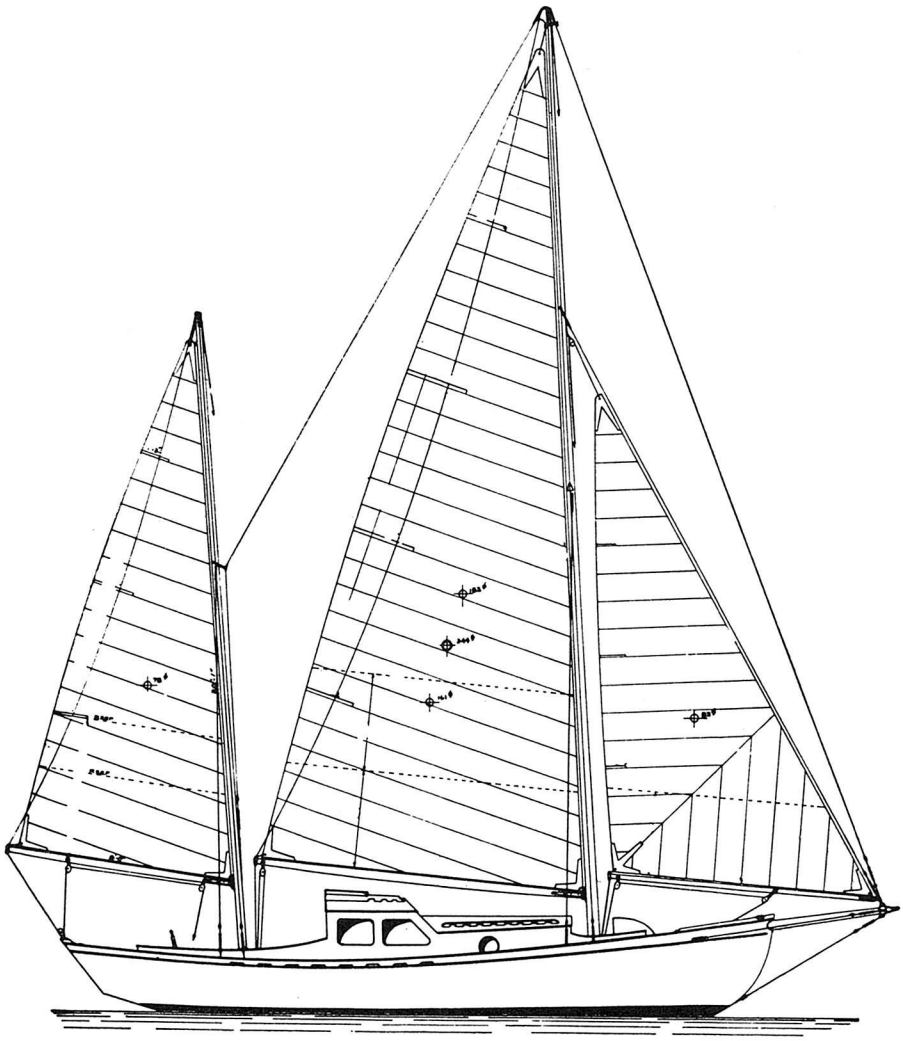
PHILIP C. BOLGER of Gloucester, Mass., is the designer of this double-ender which may be rigged either as a ketch or sloop. She is, according to the designer, designed for amateur builders and has all inside ballast and solid spars. The hulls for the two boats are identical but the jib-headed ketch has a two-berth cabin with a bulkheaded off toilet room in the bow. The gaff-rigged sloop has a three berth cabin and different cockpit arrangement. The ketch has a four-cylinder Universal Utility Four.





Length over all is 28 feet, 2 inches. Beam is 7 feet and draft is 4 feet. Construction is simple with no large shaped timbers and ballast is scrap iron set in concrete. Rigging details are somewhat old-fashioned, but have an advantage in price.

Courtesy BOATS MAGAZINE



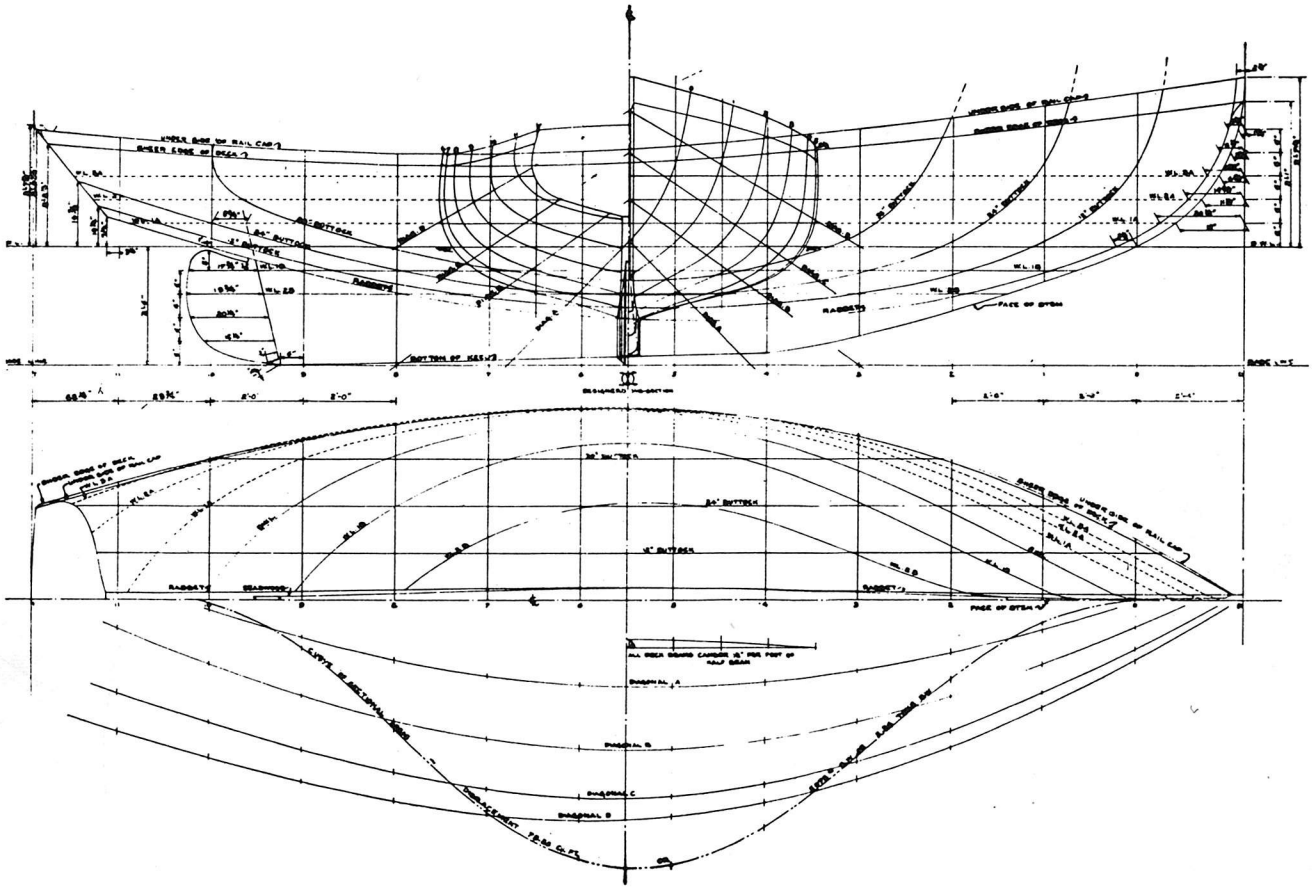
Ketch

26'2" x 20'1" x 8'2" x 2'6"

THOMAS E. Colvin, 18 Hickory Hill Road, Hampton, Va., designed this boat for R. F. Pierce of Newport News, Va., for use in the Chesapeake Bay. The cabin has berths for two and a third person can be accommodated on a bunk formed by removal of the chart table top.

With her centerboard down the ketch draws 4 feet 3 inches. Sail area is 344 square feet and ballast consists of 1,500 pounds of iron casting outside and 400 pounds inside. Planking is juniper over white oak frames, keel and deadwood are yellow pine and decks are yellow pine or mahogany.

Auxiliary power is furnished by a Universal Blue-Jacket Twin. The steering gear is an Edson Simplex model.



Courtesy RUDDER MAGAZINE

Welded Steel Ketch by Haggas

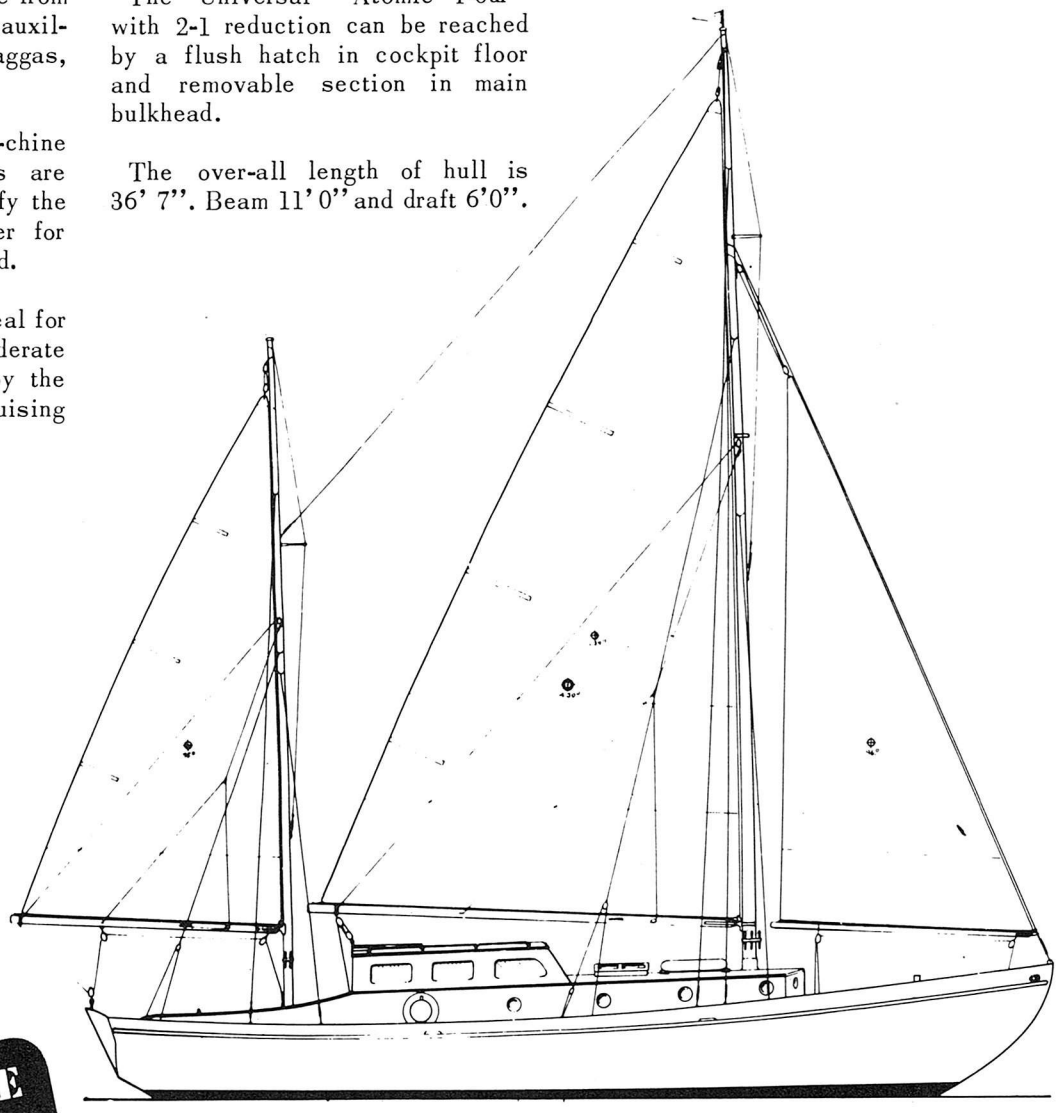
The drawings shown here are from the design of a welded steel auxiliary ketch by E. Lockwood Haggas, Atlantic City, N.J.

The hull is of the double-chine form and compound curves are eliminated in order to simplify the work of the amateur builder for which the design was prepared.

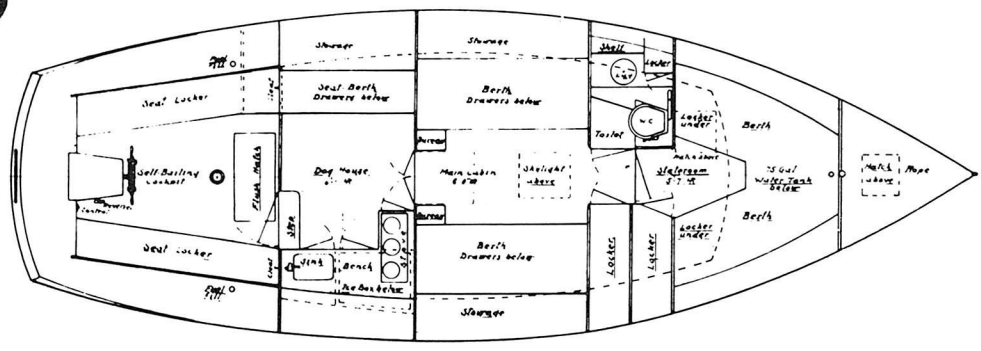
The ketch rig has proved ideal for offshore sailing and the moderate sail area can be handled by the owner and his wife when cruising short-handed.

The Universal "Atomic Four" with 2-1 reduction can be reached by a flush hatch in cockpit floor and removable section in main bulkhead.

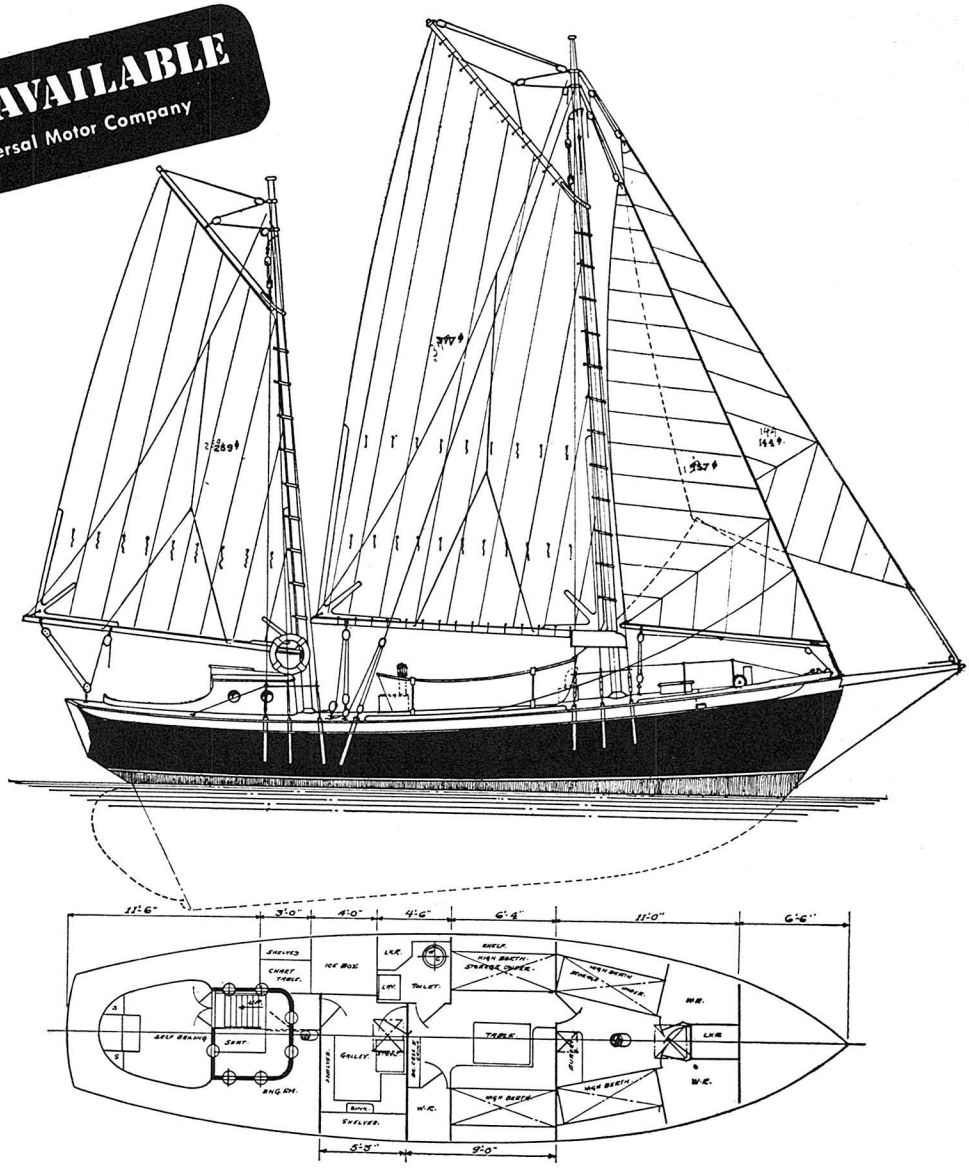
The over-all length of hull is 36' 7". Beam 11' 0" and draft 6'0".



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47-Foot Gaff Rigged Ketch

By William H. Millett

W. H. Millett, naval architect of Eliot, Me., drew this preliminary drawing of a gaff-rigged ketch capable of long passages off shore. Dimensions are: 47 ft. L.O.A., 12 ft. 6 in. beam, 7 ft. 6 in. draft. Power will be supplied by a 60 H.P. Universal with reduction gear. The ketch is of raised deck construction and has a small shelter cabin trunk aft which is entered from the self-bailing cockpit.

There is a double stateroom forward with large storage space followed by the main cabin with two built-in berths and storage space underneath, a dining table to starboard, and toilet room to port. The galley is somewhat aft of amidships where the motion of the vessel at sea is not felt as violently as in the ends. A chart room is next aft on the port side, enclosed engine room to starboard, and steps leading to the shelter cabin.

Courtesy BOATS MAGAZINE



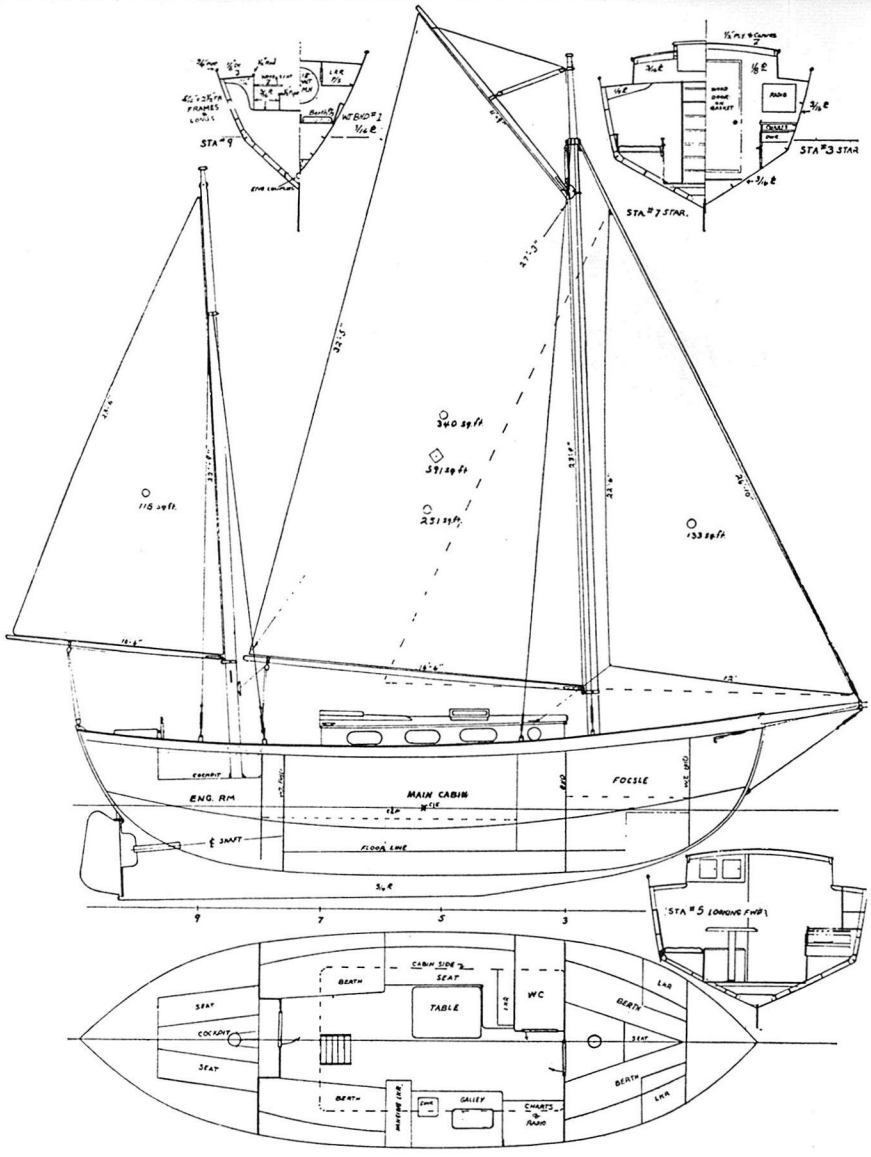
Steel Ketch

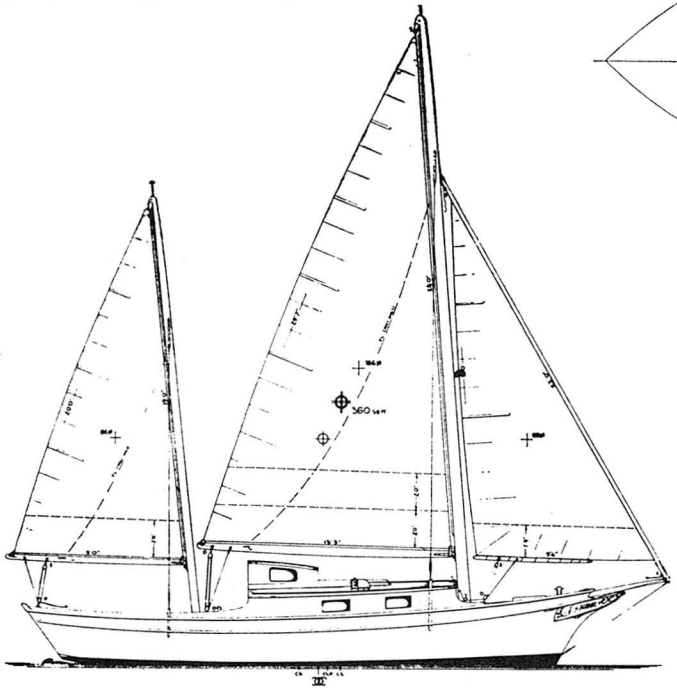
THE accompanying plans show a steel ketch rigged double ender designed and built by Sutton Boats of Costa Mesa, Cal., for Mr. and Mrs. Jack Wheeler of Portland, Ore. She was launched in 1948 and has been sailed by her owners to Honolulu and to Tahiti via the Marquesas. Her interior was laid out to meet the owner's requirements, with accent on plenty of stowage space for extended cruising.

Dimensions are 34 feet overall, 30 feet 7 inches on the water, 10 feet 9 inches beam, 4 feet 9 inches draft, displacement 22,000 pounds. Total sail area is 591 square feet. Auxiliary power is supplied by a Universal Utility Four which delivers a speed of 6 knots.

Frames are 5/16 by 2½ inch flat bar steel, the shell is of 3/16 inch plating and the deck ⅛ inch plating. Cabin sides are of 3/16 inch plate, but the cabin top is of ½ inch plywood, canvas covered.

Fuel capacity is 60 gallons, water capacity 80 gallons. A squaresail and raffee are also carried for use in the trade winds.



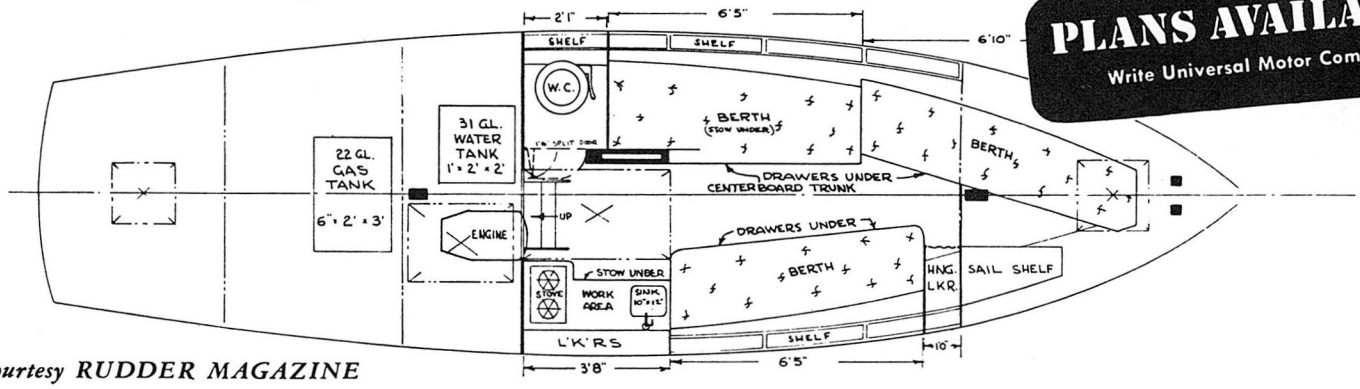


Sharpie

30'6" x 25'3" x 8'3" x 1'9"

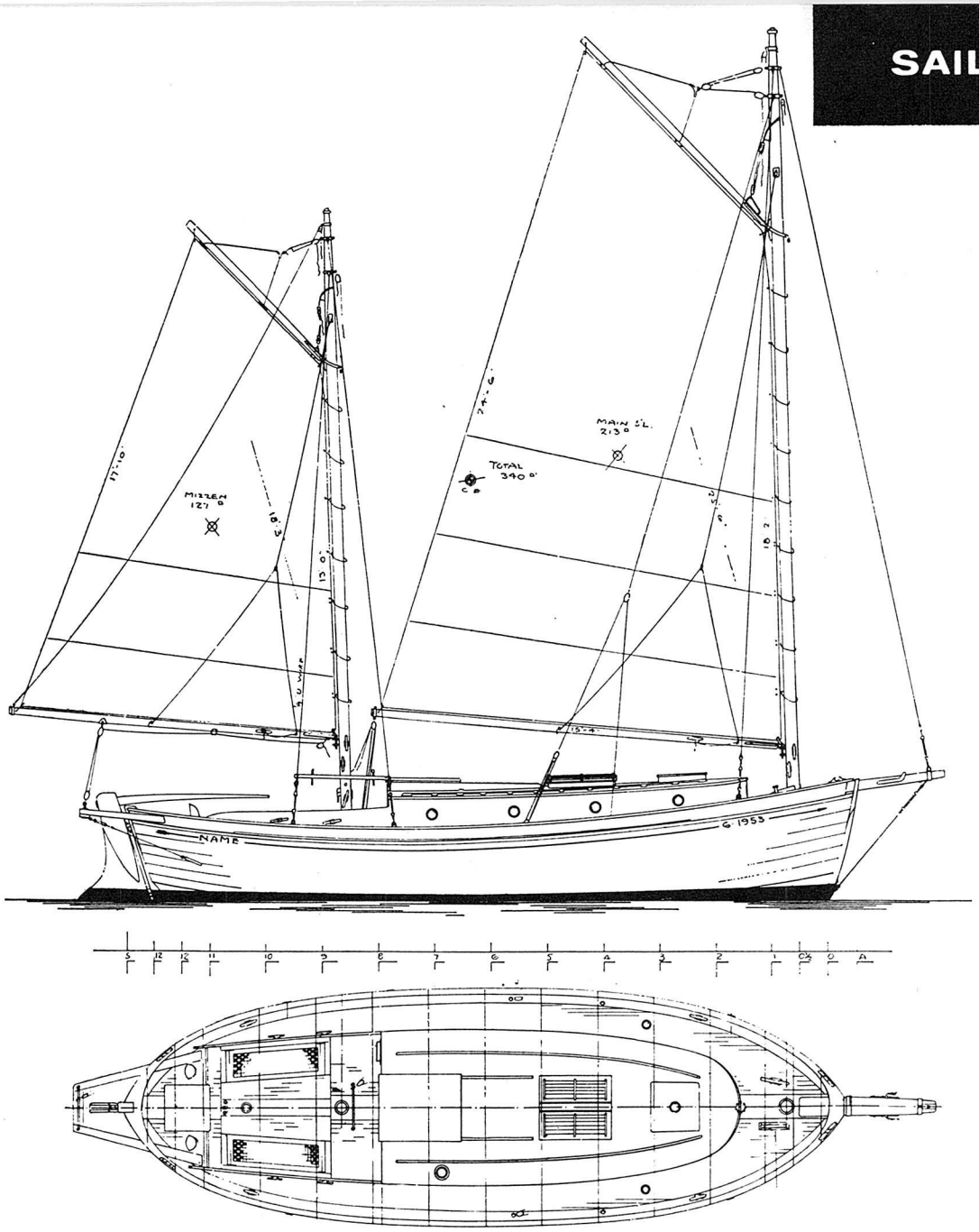
WR. NIELSEN, Jr., P. O. Box 1081, South Miami, Fla., designed this moderate deadrise sharpie for Leif Ekstrom of Miami Springs, Fla., who named her Tarnan, which is Swedish for sea bird. She has less than 4 feet of draft with the centerboard down. The centerboard trunk was placed one foot offcenter in an attempt to avoid splitting the cabin which extends the full width and should give the feeling of roominess. There is sitting headroom only, but under the companionway slide there is nearly six feet for the person working in the galley.

Power will be furnished by a Universal Bluejacket Twin of 12 horsepower.



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Courtesy RUDDER MAGAZINE



THIS GAFF-HEADED, cat-ketch rig on a Sea Bright hull makes **an easy and seaworthy combination for a small cruising boat. Although it does not have the Brooks Brothers look, its smart simplicity and practicality are refreshing.**

Little Water Sr., 27 ft.

Designed by ATKIN & CO., *Darien, Conn.*

DIMENSIONS: L.O.A. *26 ft. 10 in.*, L.W.L. *24 ft. 9 in.*, BEAM *8 ft. 8 in.* DRAFT *2 ft. 8 in.* POWER: *Universal Fisherman, 8 hp.*

AN INTERESTING and practical kind of cruising auxiliary is shown in the accompanying plans. They show a boat of modest dimensions combined with unusually spacious accommodations for a boat of this size. The overall length is 26 ft. 10 in.; the water line measure is 24 ft. 9 in.; the breadth is 8 ft 8 in., and the draft, 2 ft. 8 in. Based on the performance of a number of previously designed craft of similar type and model, the sailing capacity of the pirogue rig will be very satisfactory; not only off the wind and reaching, but on the wind, as well. She was not designed for racing, but rather for comfortable cruising, and has the ability to do very well to windward. The specifications call for all inside ballast. This, coupled with heavy construction below and light construction above the chine corners, will produce a comfortable, sea-kindly little packet. By the same token the inside ballast will, to a considerable extent, reduce the cost of building.

In the past, two-masted work and fishing boats of this rig were very popular along the Maine coast and were used for many purposes. It is therefore of interest to know this design was prepared for Dr. Carl Larson of East Machias, Maine.

The double-ender is a type which can be built for a reasonable figure, there being no frills and other over expensive equipment to consider in her cost. Furthermore the form of the hull is not a difficult one to build. The materials should be white oak and eastern pine with white ash for trim; the fastenings throughout to be galvanized boat nails and bolts. Solid spars are specified, these to be made of grown spruce, fir or white pine. Wherever possible, metal fittings are eliminated; ash and oak used in their place. Mast hoops are shown on the plans, galvanized blocks, Roebling's galvanized iron standing rigging, and galvanized iron turnbuckles.

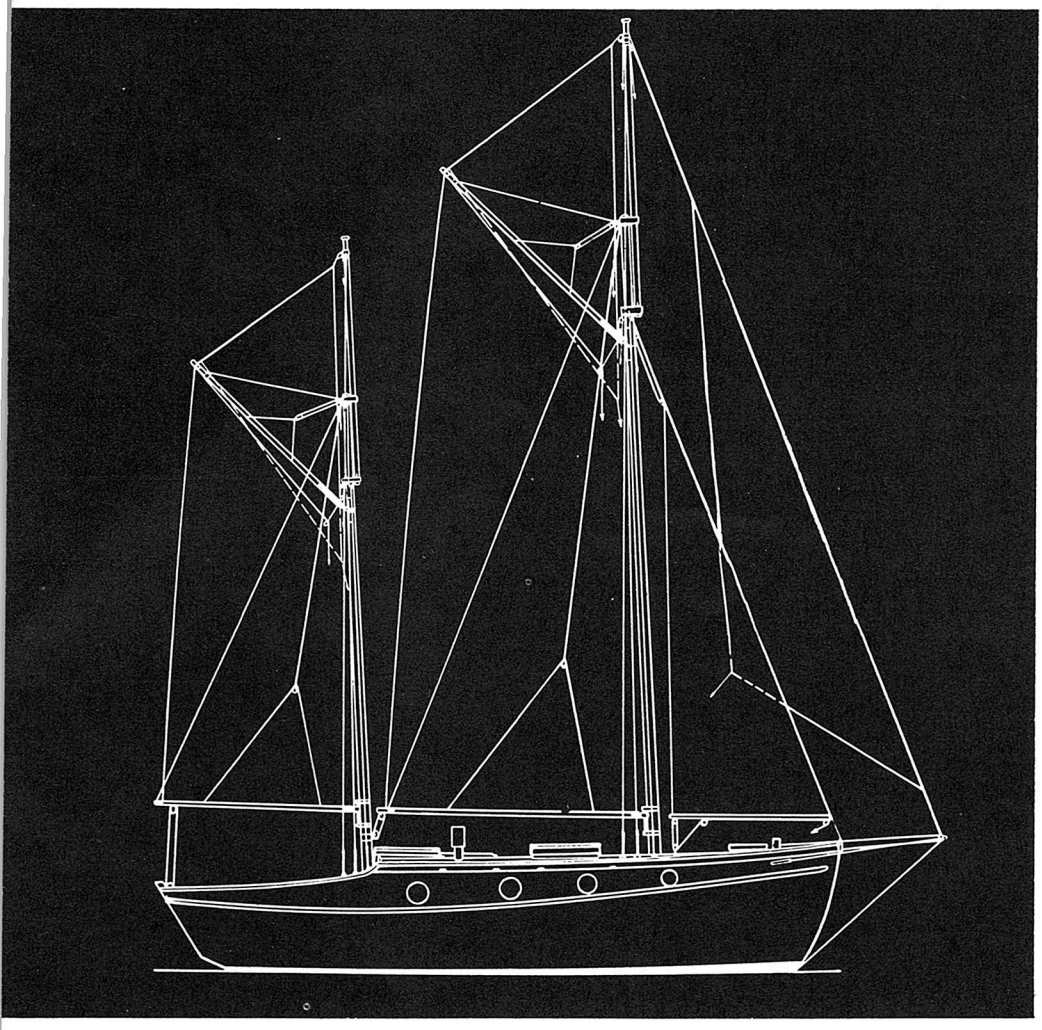
Courtesy BOATS MAGAZINE

Herbert Toms, Jr., Designed This Roomy Ketch for Himself

The drawings show a wholesome, moderate-sized, auxiliary ketch which the designer, H. W. Toms, Jr., Dexter, N. Y., plans to build for his own use, and which should prove interesting to practical-thinking cruising people.

Dimensions are 34 ft. over-all, 28 ft. on the water, 11 ft. beam, and 5 ft. draft. Her total of 771 sq. ft. of sail area with main and mizzen tops should keep her moving in light and moderate airs, while for heavier going she'll still carry 641 sq. ft. in the lowers. The ketch rig will be easily handled.

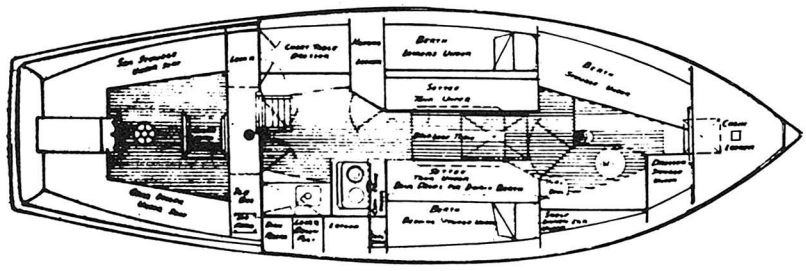
The raised deck construction has been selected for its structural simplicity and strength as well as for the interior roominess it affords.



The interior shows accommodations for six. The permanent berths in the main cabin are normally found only in boats of much larger dimensions, and will find favor with anyone who has jammed his head between the carline and the edge of a transom berth when making it up. The galley boasts ample stowage and working space. The icebox is accessible from the galley, and is loaded from topside.

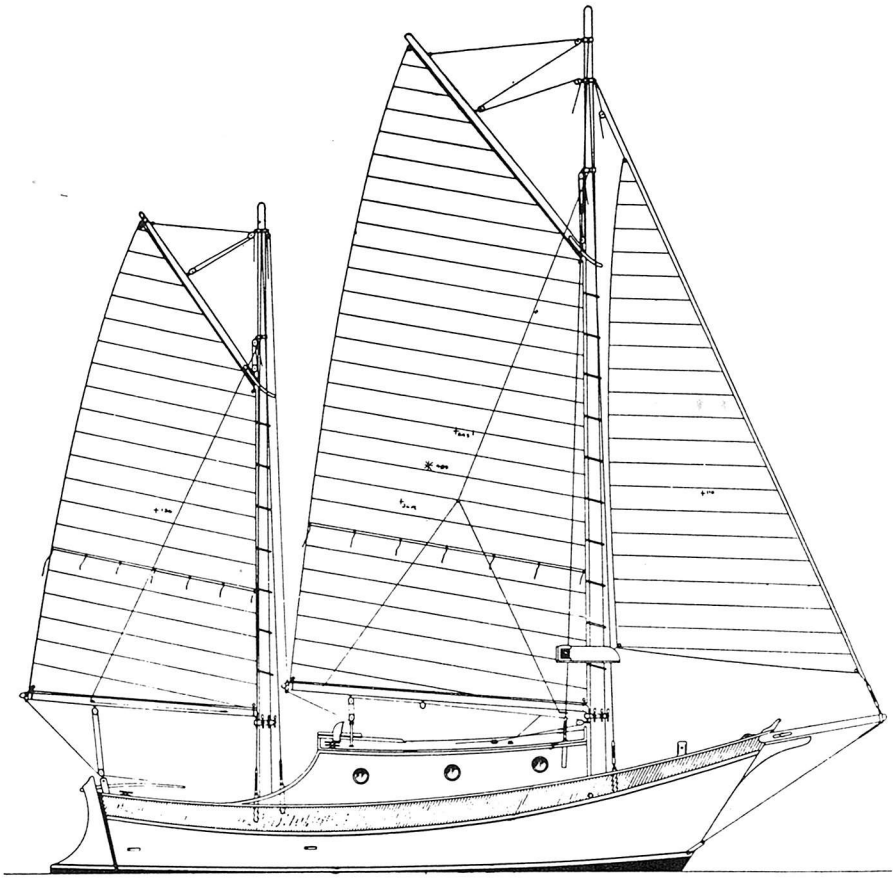
Power is by a Universal Atomic Four, which should give 6 to 7 knots. The engine compartment is completely separate, but is easily accessible through doors in the bulkhead and from the hatch in the cockpit.

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Beamy Ketch with Loads of Room

by Gerald T. White, Westlawn Associates



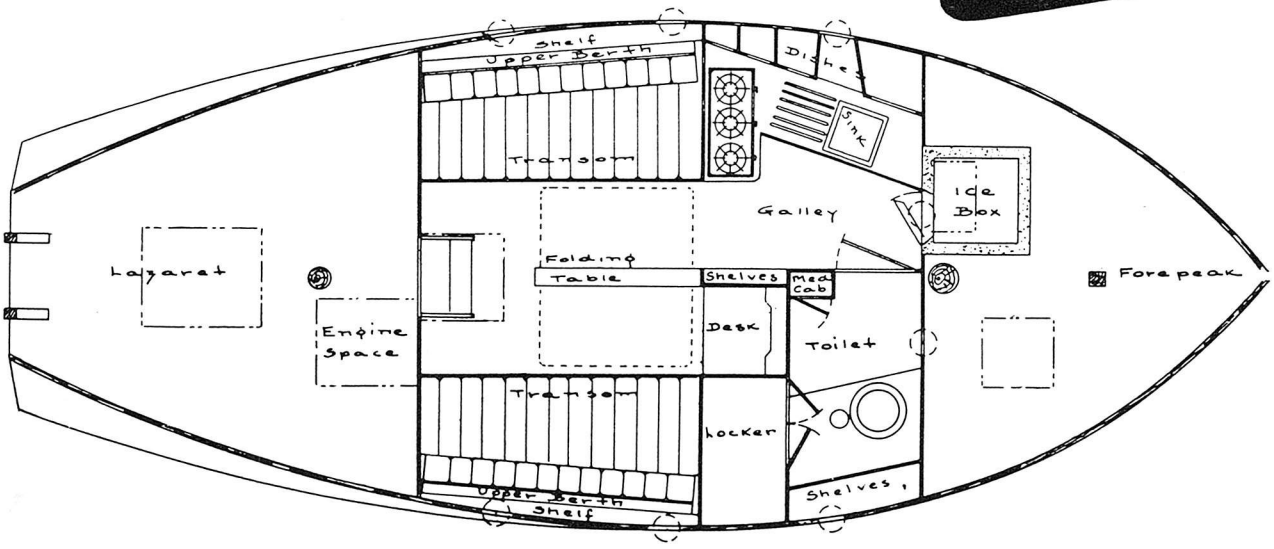
Length over-all. . . . . 28' 11-1/4"
Length at waterline. . . . . 24' 0"
Beam . . . . . 11' 7-1/4"
Draft (full load) . . . . . 2' 4"
Power . . . Universal Utility Four
Headroom . . . . . 6' 6"

This interesting little ketch is one of the Grey Dawn series that combines the simplest form of construction in a type of boat that is exceptionally able in any weather where a craft of its size would be used. In addition, it has a great amount of room and has very shoal draft.

There is huge forepeak, big ice-box, fine, large galley, enclosed toilet room. The main cabin sleeps four. There are even a writing desk and book shelves.

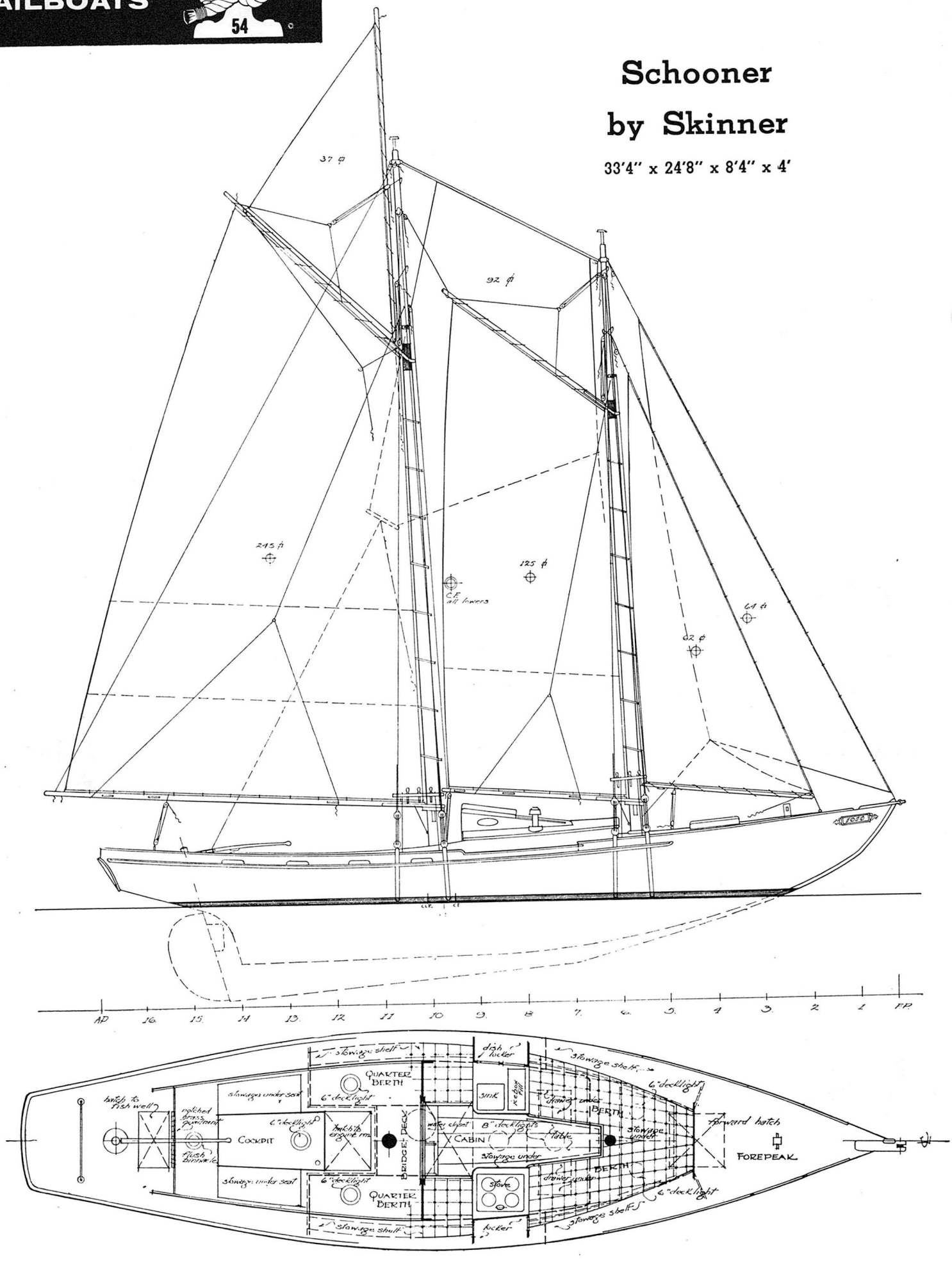
The Universal 25 horsepower Utility Four 100% Marine Engine is under the cockpit floor. Plans are available.

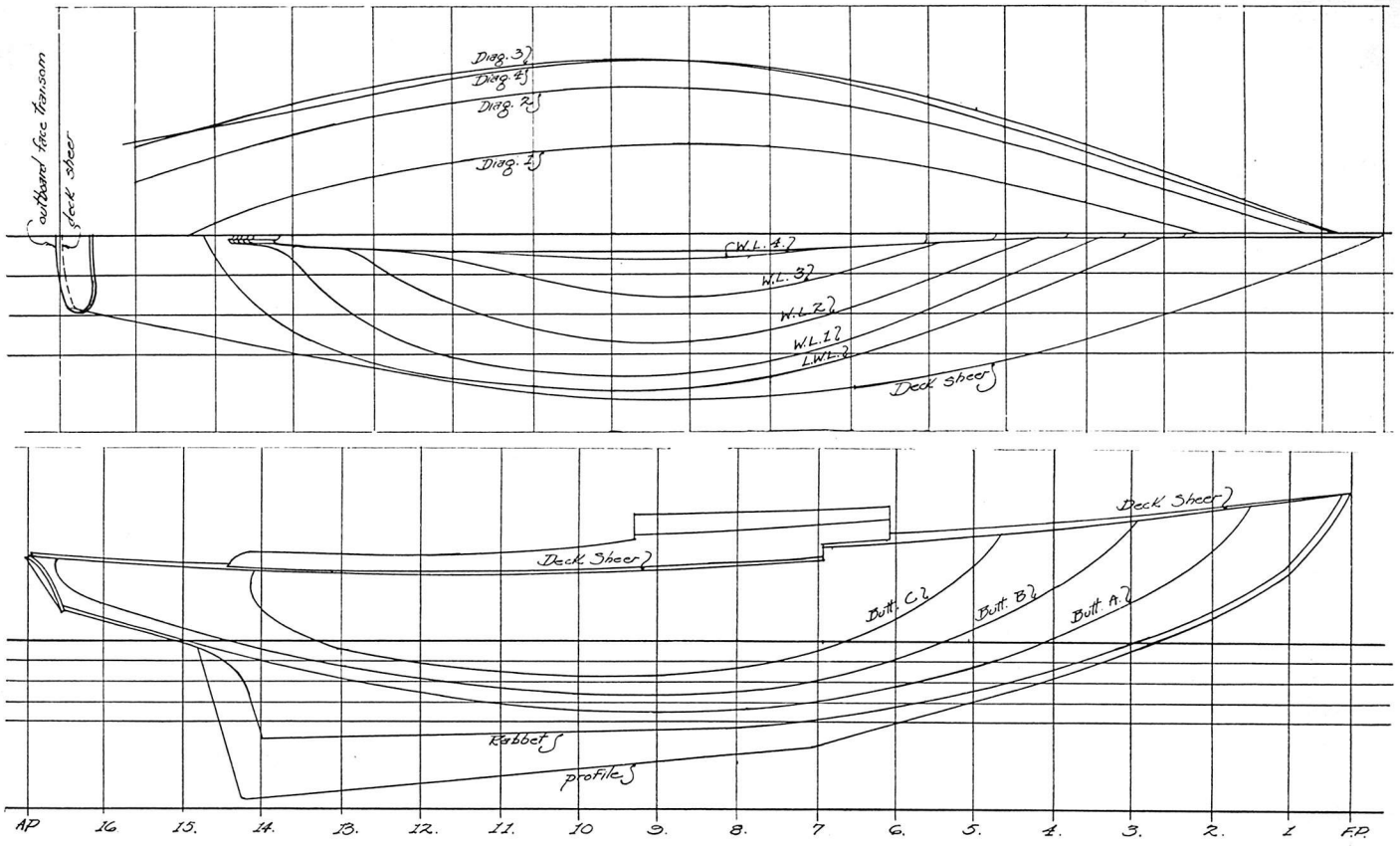
PLANS AVAILABLE
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Schooner by Skinner

33'4" x 24'8" x 8'4" x 4'





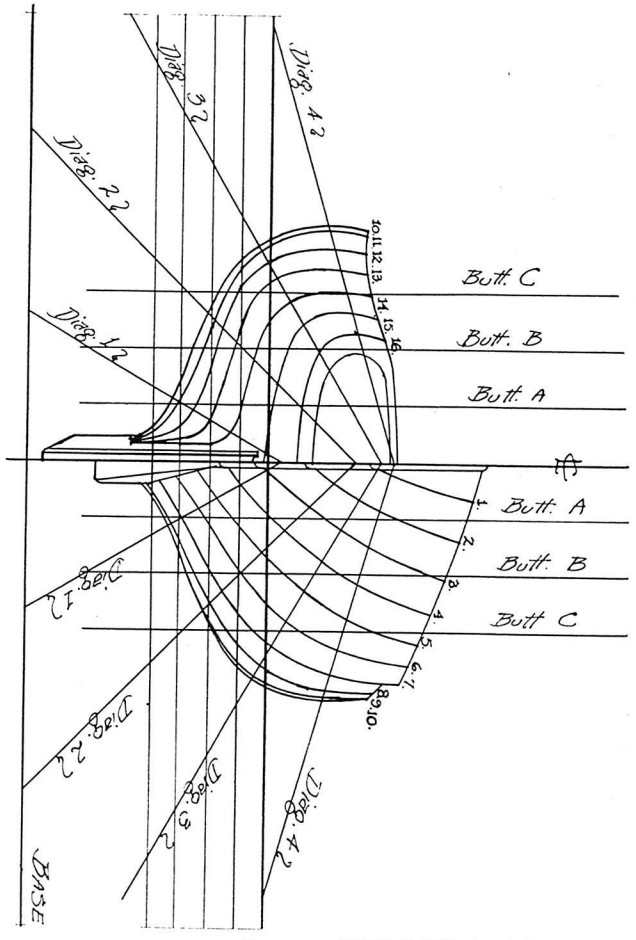
WALTER JOHN SKINNER designed this yacht named Saltbanker which is an old fashioned banks fishing schooner simplified and scaled down. She does not vary too much in rig or hull form from Thomas McManus' design of 1901 for the Helen B. Thomas, the first of the long overhang knockabout schooners designed to do away with the "widow maker" bowsprits that took their toll of men handling headsails in North Atlantic winter gales. Saltbanker is a yacht, not a workboat, and the bulk of her hull is used for living space instead of a hold for stowage of fish.

The hull form, in spite of the low freeboard, is one of uncommon sea kindliness and will carry enough sail at most times to drive the vessel in rough seas and strong winds. In the day of fishing under sail these vessels raced home from the banks in order to get the best possible price for the fish since the first cod in port commanded the best figure. The sheer, being somewhat extreme forward, tends to make for dry decks and in very heavy weather the coamings around the small self bailing cockpit will keep the bulk of the water on the outboard decks which generous scuppers will drain quickly.

The engine suggested is a Universal Bluejacket Twin of 12 horsepower. It is comparatively small in size and can be tucked away under the cockpit. Access to the engine room is through a hatch in the bridge deck and there is kneeling headroom at this point so that work can be done on the engine.

The decks have been kept flush in the way of the spars so that deck beams may be carried from side to side of the boat which materially strengthens the vessel. A modest deckhouse has been planned so as to reduce the freeboard as much as possible. Under the deckhouse there is 4 foot 10 inch headroom and under the doghouse there is 5 feet 9 inches, which enables the cook to work at the coal stove or the sink while standing erect. The vessel will sleep four comfortably in the owner's quarters and can carry two hands or preferably three.

No backstays are shown in the rig, which is planned to step the spars with considerable rake aft and to spring them forward so that they remain constantly in tension on the after side. This practice of eliminating backstays was the fashion among the fishing vessels where the necessity of handling running backstays at sea would be a nuisance. A pole mainmast rather than the usual topmast is shown for the sake of simplicity. It is planned to send the mainmast topsail aloft in stops and to break it out with the topsail clew line which reeves through a cheek block on the mainsail gaff boom. The tiller arm is arranged to swing up on the rudder post head and to secure into a notched quadrant so that various tiller settings may be maintained. With such a steering set-up there are many times when the wind is ahead of the beam that the ship will sail herself and the helm can be left unattended.



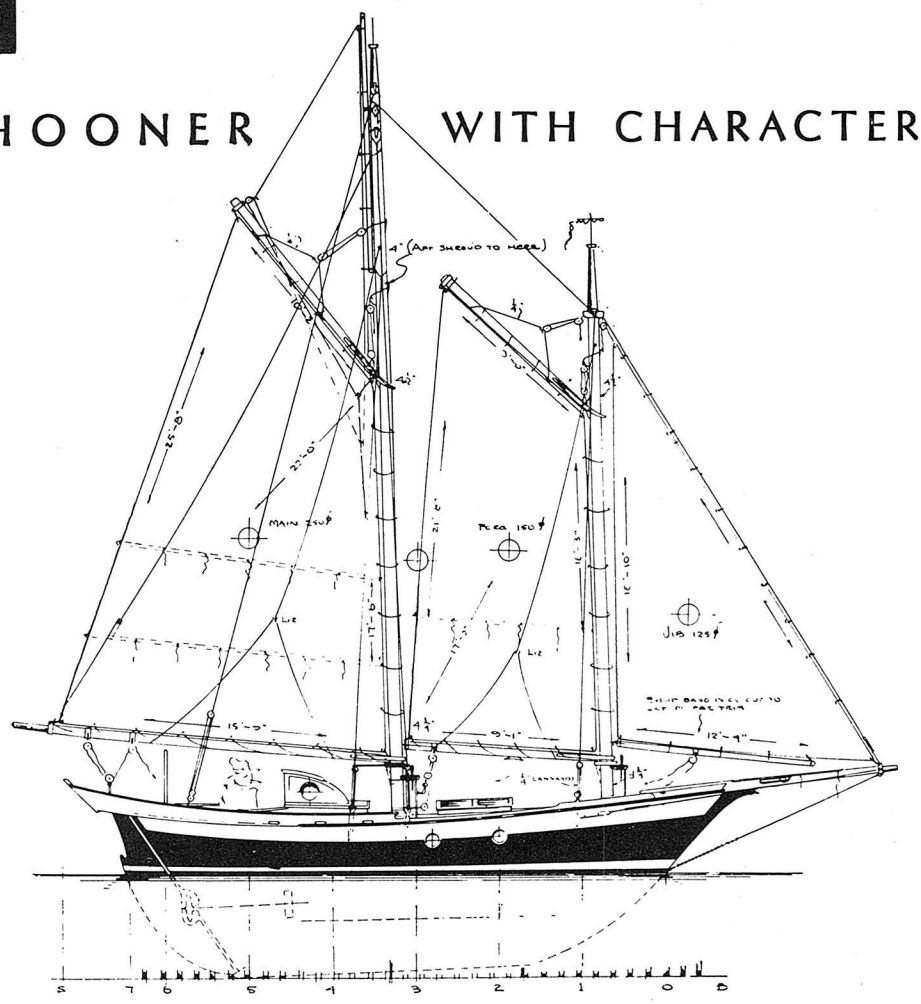
Courtesy ***RUDDER MAGAZINE***

A LITTLE SCHOONER WITH CHARACTER

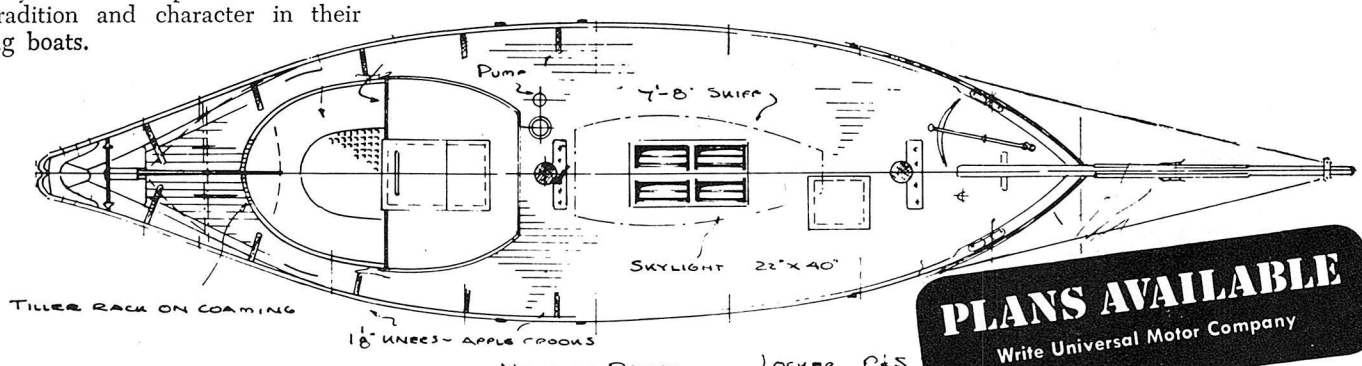
ALMOST a miniature reproduction of an old type pinky schooner, yet a practical cruising boat with four berths, is *Sea Lark*, owned by Richard Bennett, of Seattle, Wash. Two sister ships from this design by William Garden, of Seattle, are under construction in Maine, one with the sprit topsail rig shown here, though the other two have jib-headed mainsails. The sail area is large for her size, though easy to shorten down for a blow, and *Sea Lark* has proved herself a good sailer, and also makes 5½ kn. under her auxiliary engine.

The clipper bow and the "patent" stern, like those of the old Down East pinkies and Chesapeake bugeyes, balance well and make her look like a real oldtimer. Though she is less than 29′ o.a., her generous beam, flush deck construction and a very small cockpit have made it possible to work out a four-berth cabin layout, with an adequate galley containing a coal range. The head is curtained off forward.

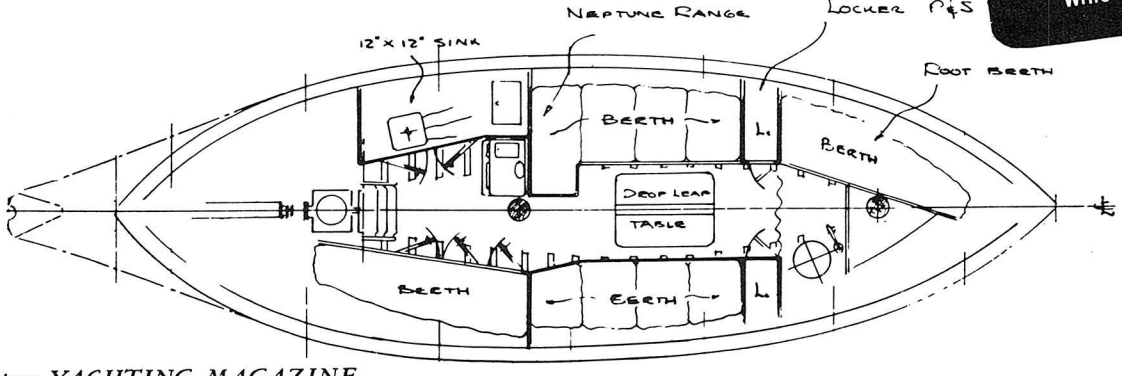
Specifications call for Alaska cedar planking, keel and deadwood, hardwood stem, white oak frames, fir decks, teak trim and galvanized iron fastenings and standing rigging. Her ballast, of scrap iron in cement, is inside, and with her long, deep keel she has ample lateral plane. Mr. Bennett built *Sea Lark* himself. One of the Maine boats is being built by Paul Luke in his own yard at East Boothbay, and the other is building at Bath for Henry Kingsbury. This design won't appeal to the ocean racing fraternity, but it will please those who like tradition and character in their cruising boats.



L.o.a., 28′6″	*L.w.l., 24′0″*
Beam, 9′0″	*Draft, 5′0″*
S.A., 525 ft.	*Disp., 16,000 lbs.*
Auxiliary, Universal Utility 4	



PLANS AVAILABLE
Write Universal Motor Company

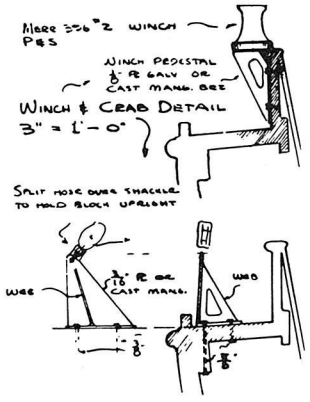


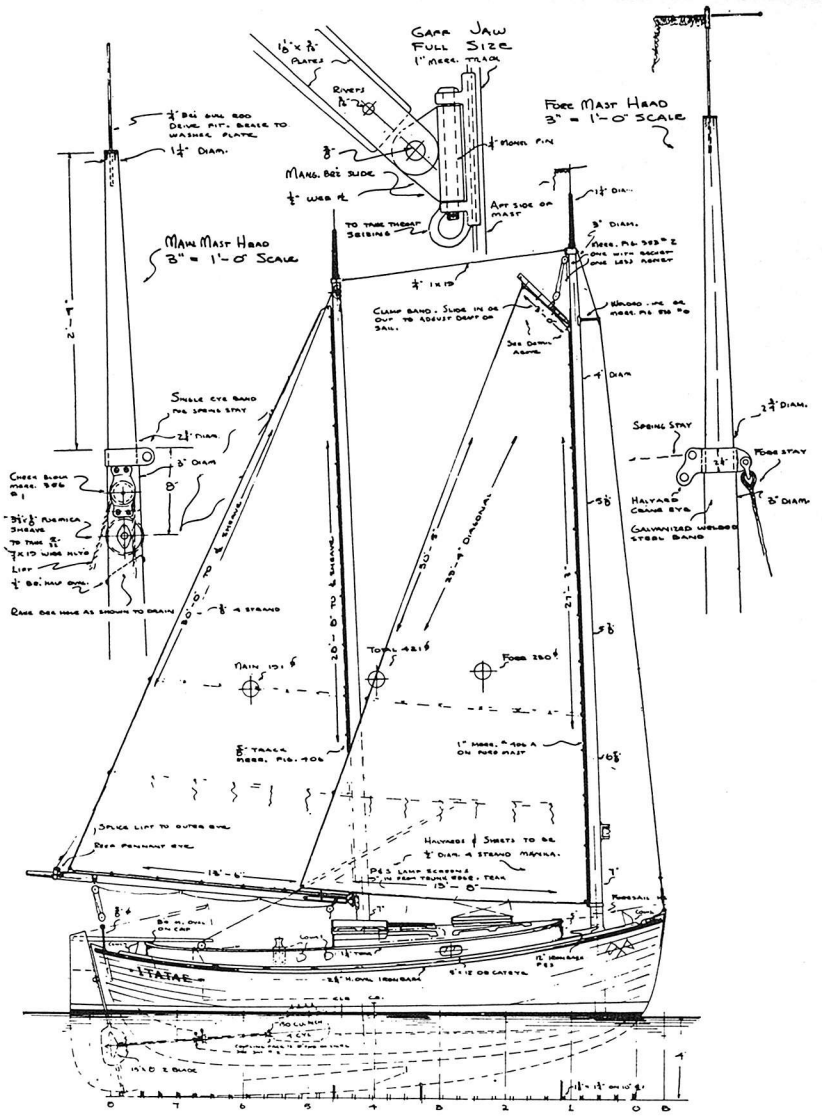
Courtesy YACHTING MAGAZINE

CAT-SCHOONER DESIGNED BY WILLIAM GARDEN

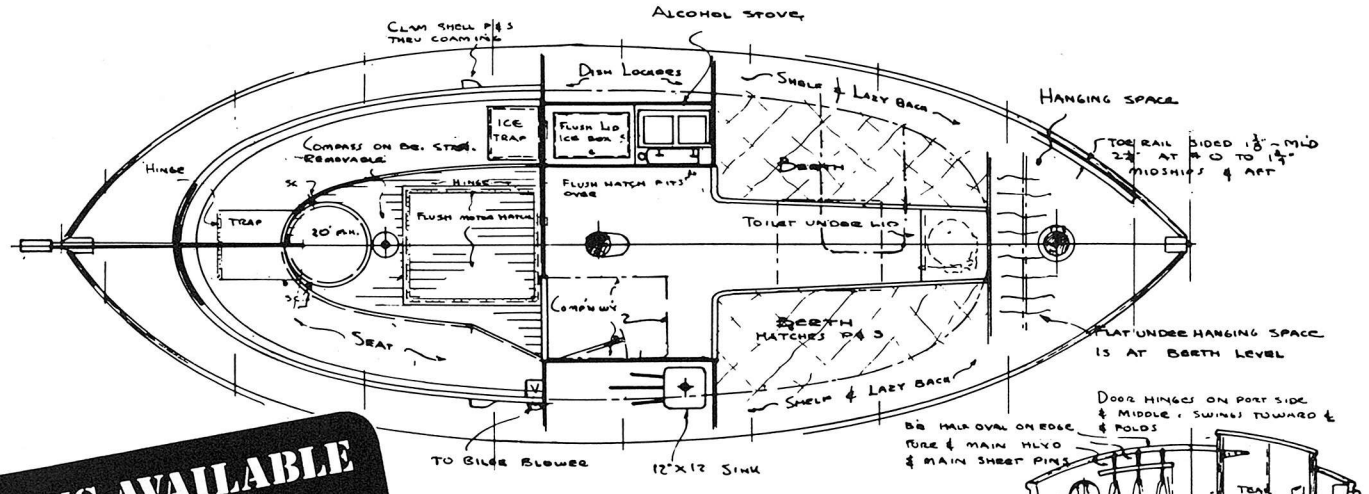
THIS CAT SCHOONER designed by William Garden, 1403 W. 45th St., Seattle, Wash., for Edward Dane, of Brookline, Mass., and being built by Paul Luke, of East Boothbay, Me., fairly oozes personality. The rig, though loftier, is akin to that once commonly used in the Block Island boats and some other types, even to the short-gaff, loose-footed foresail. But the Block Islanders never had winches to trim their sails with. A beamy double-ender with 2500 lbs. of outside lead, she should laugh at bad weather. For two persons to cruise in or half a dozen to day-sail, she should be a comfortable craft as well, with her large cockpit and galley and two ample berths. Structural specifications include oak keel, stem and frames, white cedar planking, teak decks and trim and bronze fastenings. Like the old Block Islanders, her solid spars are unstayed except for the fore and spring stays.

Mr. Dane is the former owner of the 57′, clipper-bowed, Herreshoff-designed ketch *Bounty*, well known on the New England coast. Her picturesque successor, whose plans were developed from those of the smaller *Eel* which appeared on these pages a few years ago, is also likely to attract much attention.





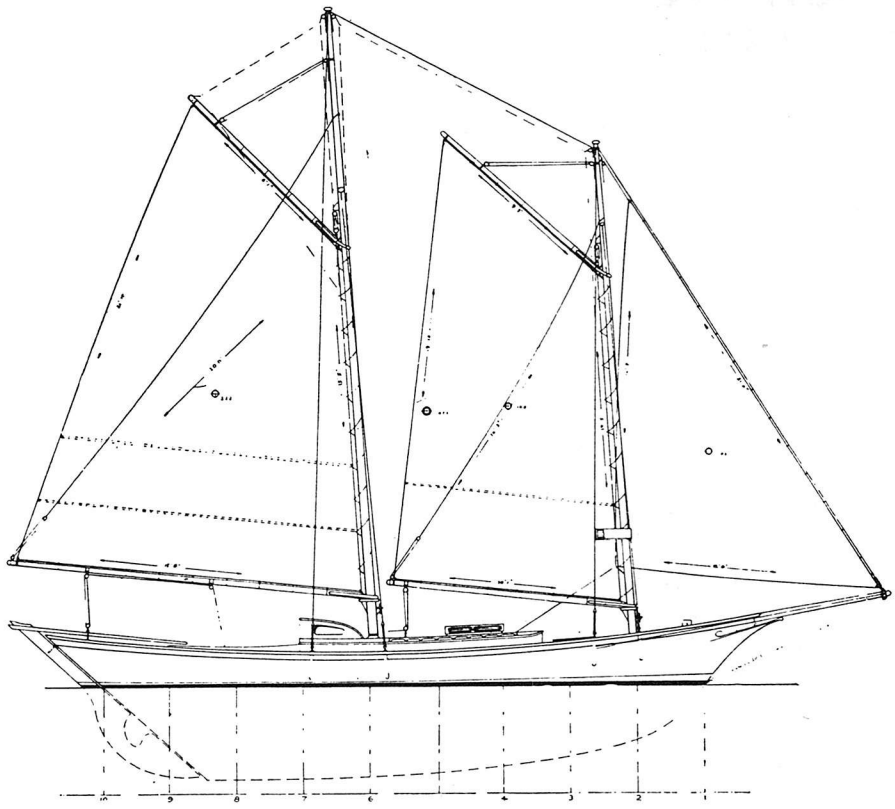
L.o.a., 27'0"	*L.w.l., 25'4"*
Beam, 9'8"	*Draft, 4'0"*
S.A., 421 ft.	*Disp., 9700 lbs.*
Auxiliary, Universal Utility Four	



PLANS AVAILABLE
Write Universal Motor Company

Courtesy YACHTING MAGAZINE

Tancook Whaler

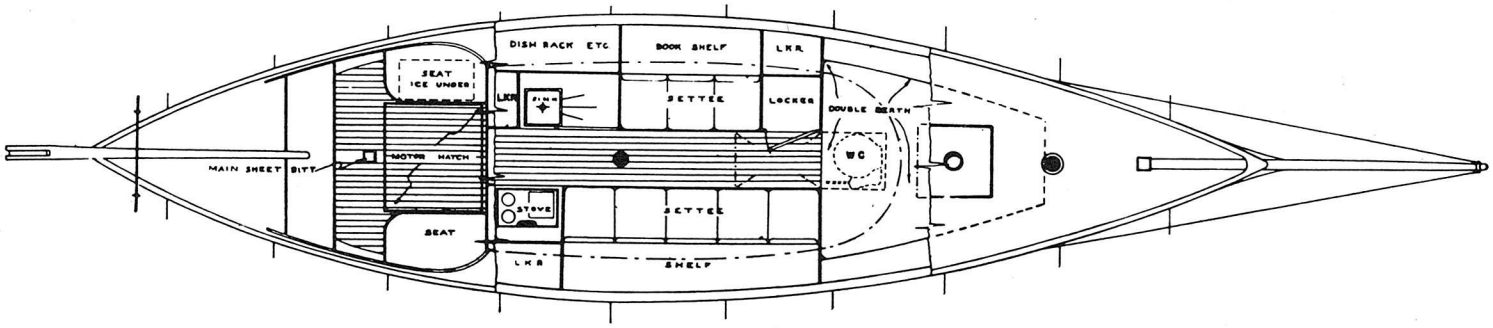


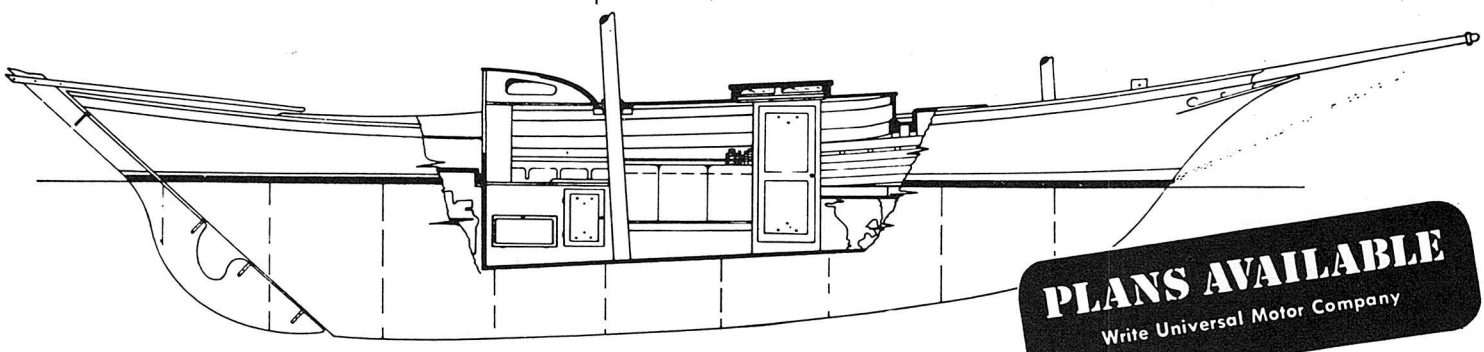
DESIGNER E. Clifford Potter has captured the romance of a bygone sailing type in this small cruising schooner.

The dimensions are 32 feet overall, 27 feet on the water, 7 feet 8 inches beam, 4 feet 3 inches draft. Displacement is 11,834 pounds and total sail area is 473 square feet. Auxiliary power is supplied by a 25 horsepower Universal Utility Four.

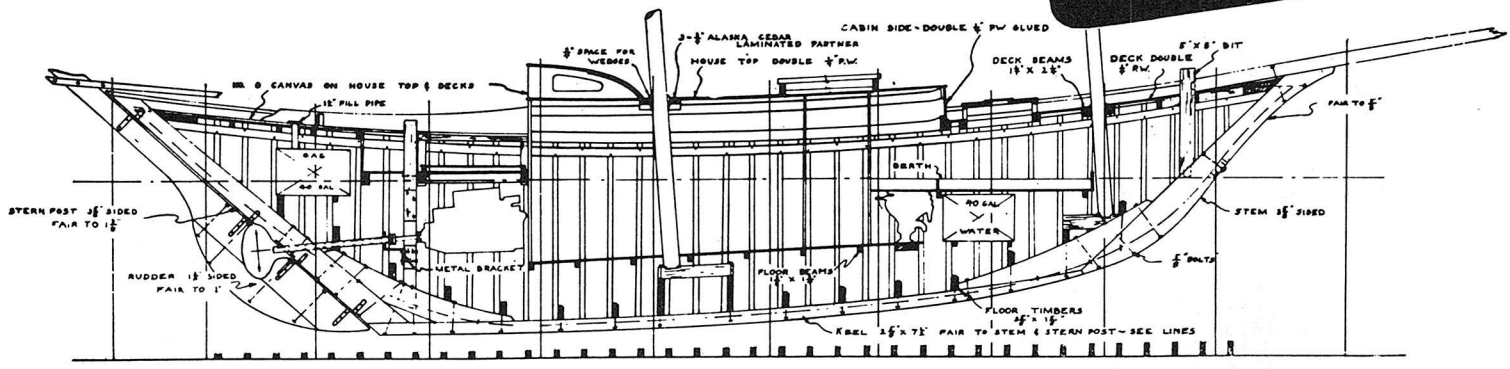
Mr. Potter plans to build the boat himself. In his opinion she will be a good sailer and a far less expensive boat to build than most modern yachts. The ballast of 3,000 pounds is all inside and the spars are solid.

Two persons can sleep forward on a double berth and a third in a pinch on the 6 foot 10 inch settee. The water closet is mounted beneath the framework of the double berth.





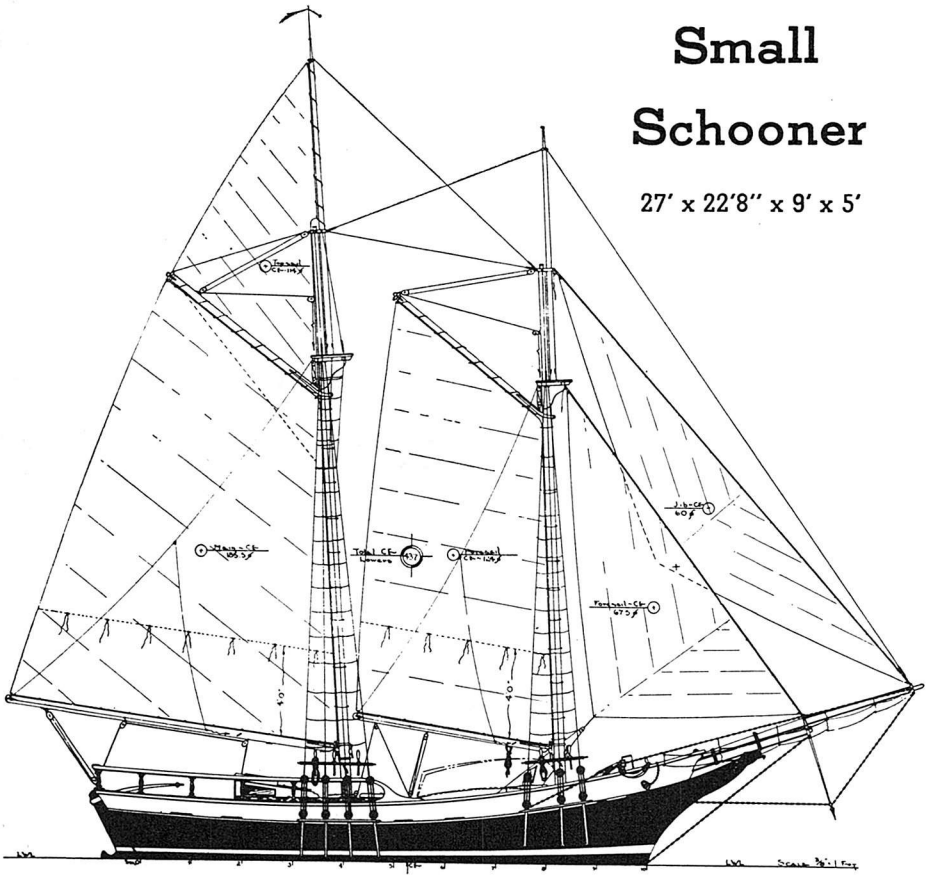
PLANS AVAILABLE
Write Universal Motor Company



Courtesy RUDDER MAGAZINE

Small Schooner

27′ x 22′8″ x 9′ x 5′



THE designer, J. A. Rouse of Represa, Cal., will be remembered by readers of THE RUDDER because of his cruising ketch, plans of which were published in the November, 1953, issue.

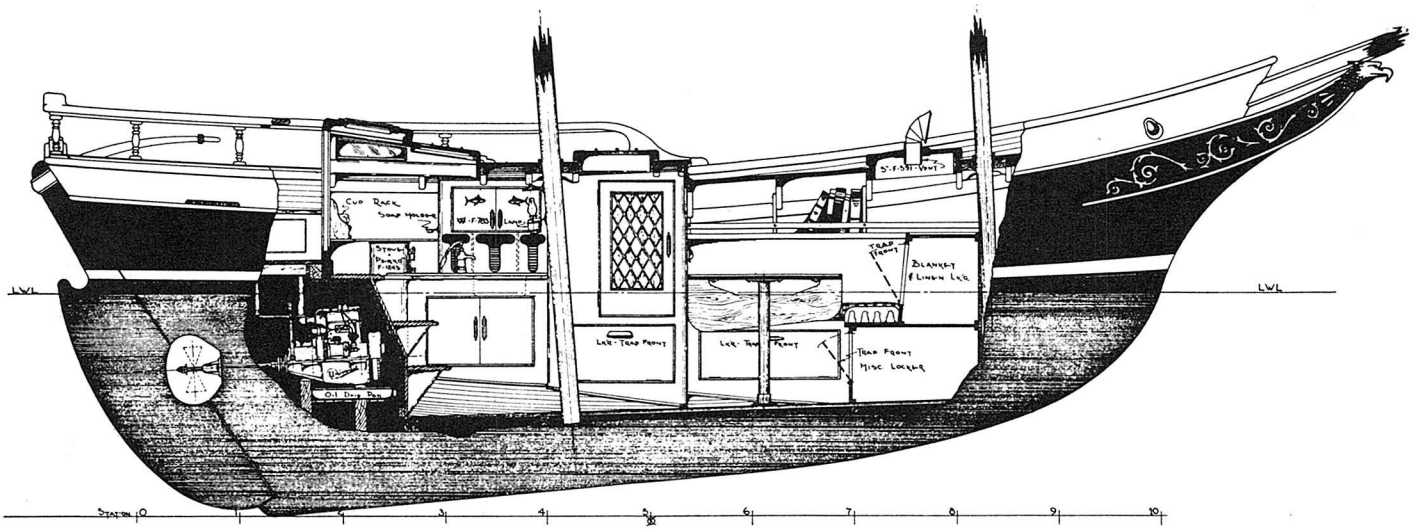
The romantic schooner here shown, named Bully by Mr. Rouse, is much smaller than she appears at first glance. Her dimensions are 27 feet overall, 22 feet 8 inches on the water, 9 feet beam and 5 feet draft. Displacement is 13,794 pounds and sail area 437 square feet.

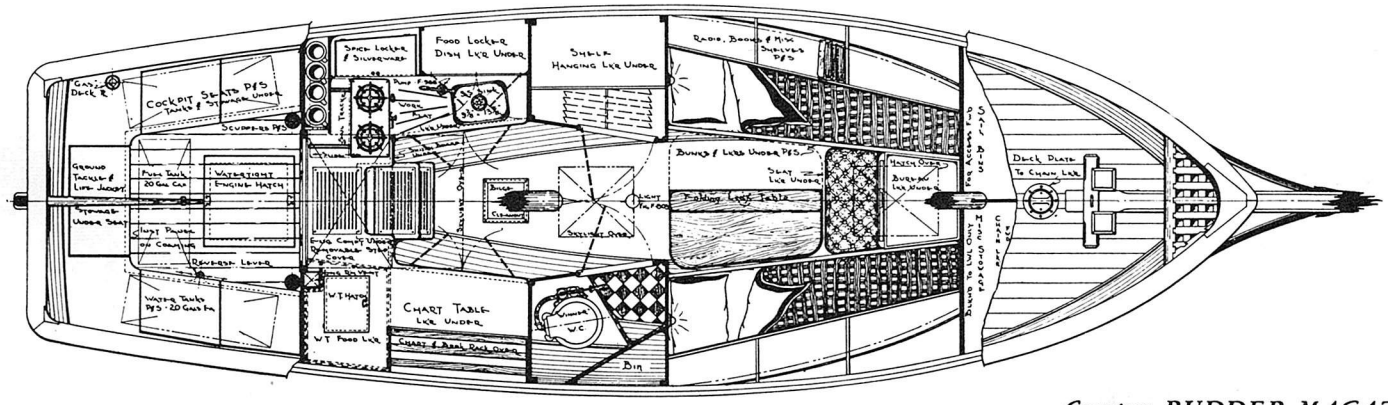
The Bully will have 6,700 pounds of lead on her keel and about 1,000 pounds inside. Auxiliary power will be supplied by a Universal Blue Jacket Twin which is expected to deliver a cruising speed of 4½ to 5½ knots.

The construction calls for 1¼ by 1½ strip plank cedar for the hull, keel and deadwood of Oregon pine, decks one thickness of ⅜ inch plywood with ¾ inch cedar deck laid with muslin and waterproof glue.

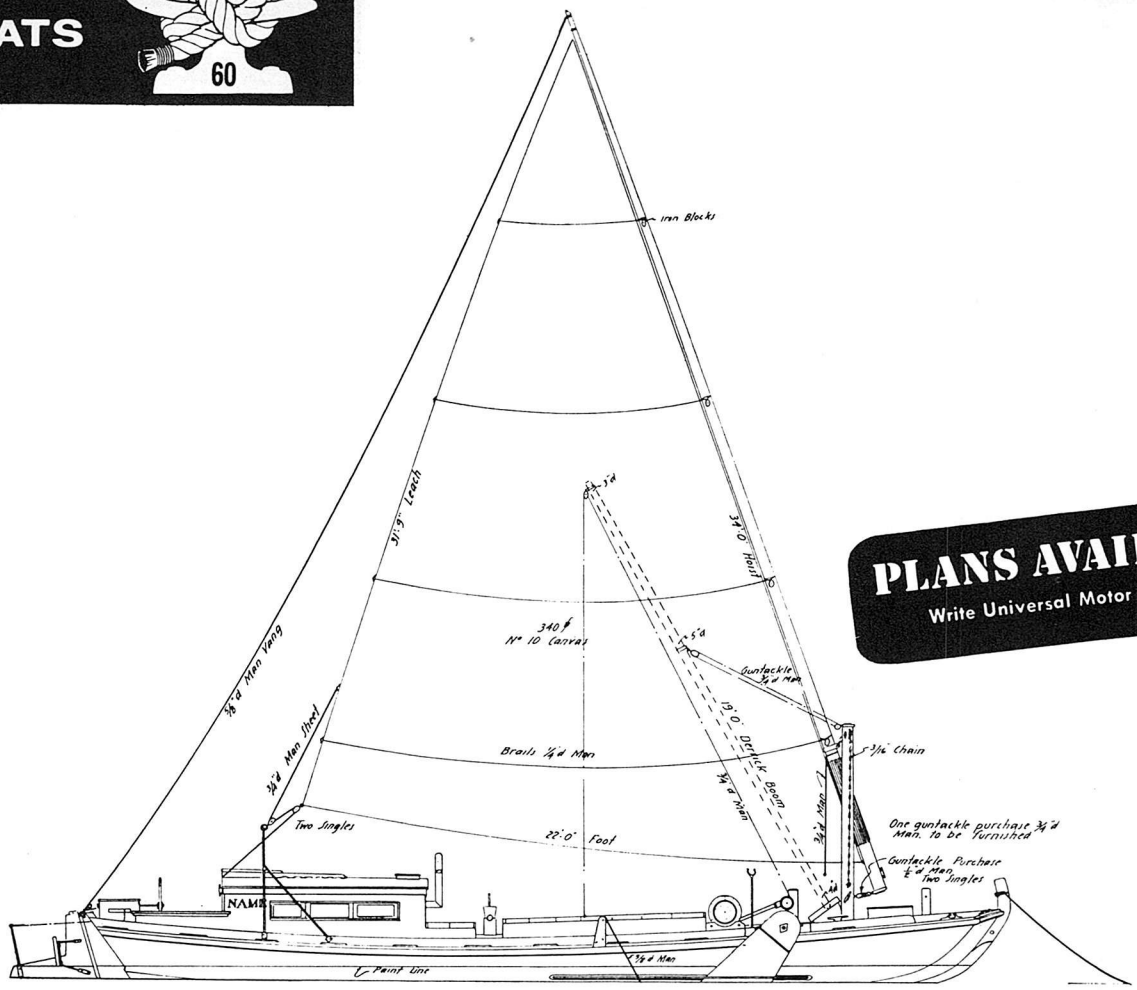
The skylights and deadlights are Lucite with bars for protection. The below deck arrangement is interesting and carefully thought out to give two people all the comfort that can be had in a boat this size. Headroom is 5 feet 4 inches under the deck beams, with full headroom under the main hatch.

The designer is an amateur, but is certainly doing a fine job. His draftsmanship, although unorthodox, is picturesque.





Courtesy RUDDER MAGAZINE



PLANS AVAILABLE
Write Universal Motor Company

THIS GUNDALOW with its rare Piscataqua rig will be a unique craft on the Atlantic Coast (or the Pacific, for that matter). Drawing only 2 ft. of water on an overall length of 36 ft. 6 in., it should make an ideal shoal water utility boat.

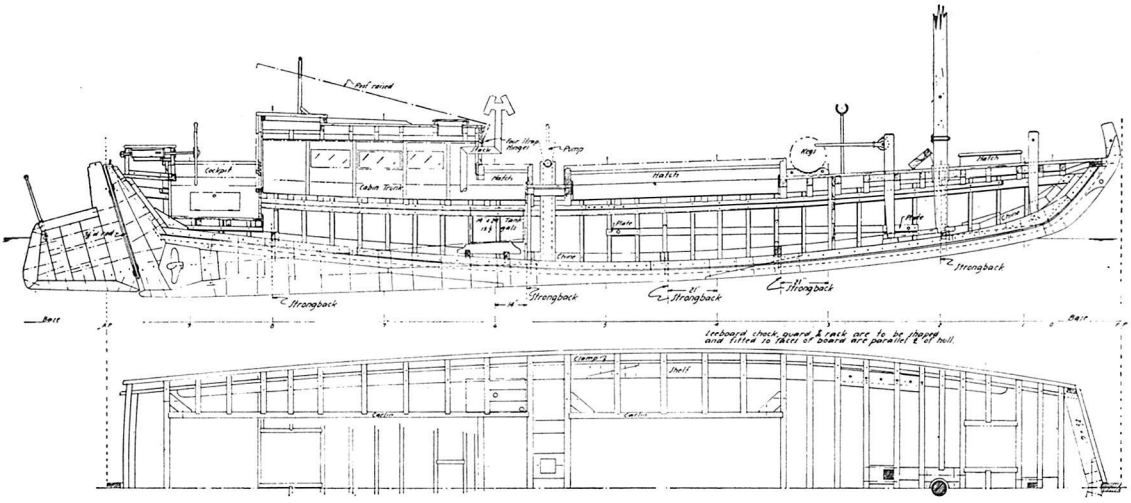
An Auxiliary Gundalow, 36 ft.

Designed by HOWARD I. CHAPELLE, *Cambridge, Maryland.*

DIMENSIONS: L.O.A. *36 ft. 6 in.* BEAM: *10 ft.* DRAFT: *2 ft. 1½ in.* SAIL AREA: *340 sq. ft.*

IN THE OLD DAYS on the Piscataqua River, N. H., there was a saying that "a man who would sail a gundalow would rob a graveyard," for the skippers of such craft were daring fellows who navigated their heavily laden craft down the swift flowing river, sweeping under low bridges with a drop of the giant boom and sailing on out to sea where their cargo of quarry stone was hoisted aboard coasters for the building of our great seaboard cities.

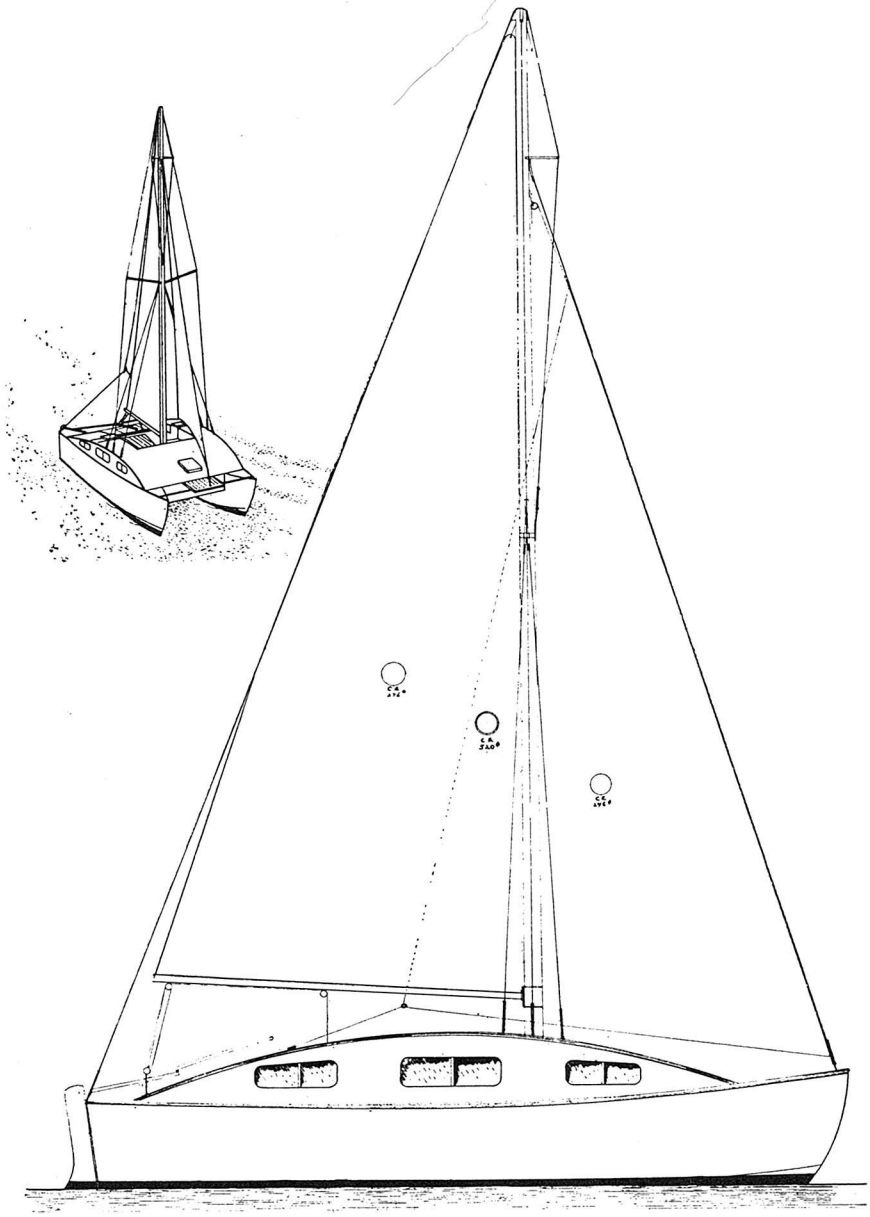
It must be 75 years since one has sailed on our coastal waters, but this model was designed for Thomas J. Smith of Miami, Florida, who will use her for fishing inshore and as a camp service boat in the Florida Keys, with a trip to the Bahama banks, now and then. She should be an ideal craft for such waters which are very shoal and encumbered with the many bridges of the Overseas Highway.



THE SIMPLE, rugged construction of this rakish hull should make her an economical boat to build. A keel and keel cheeks plus other heavy work boat members are specified. The lee board is on the starboard side only. A lifting cabin top adds headroom.

Courtesy BOATS MAGAZINE

Cruising Catamaran



AT PRESENT catamarans, as well as other multi-hulled boats, are enjoying great popularity. Edwin H. Mairs, a Miami, Fla., yacht designer, feeling that the time is ripe for a cruising version of a catamaran, has sent in the design here shown.

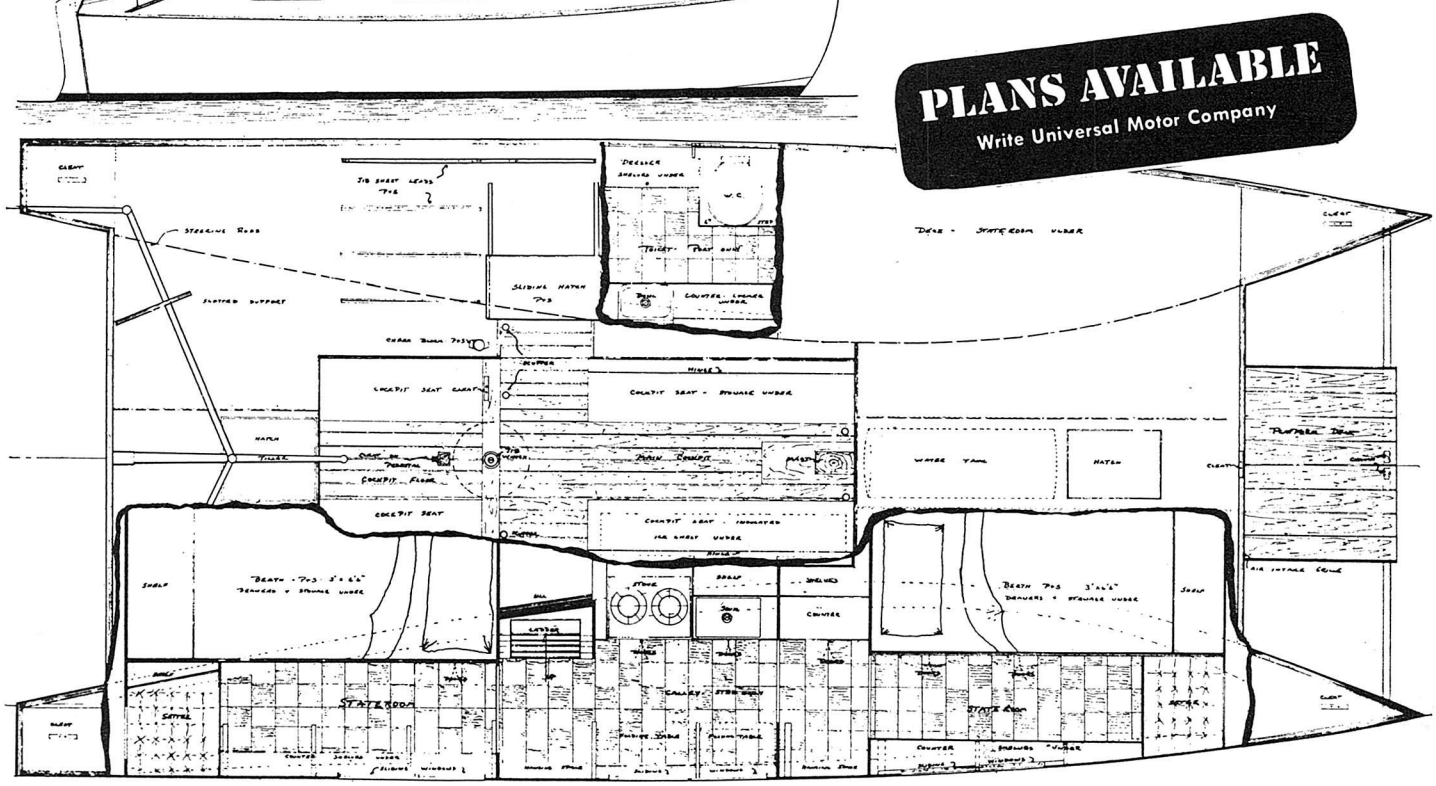
To say the least, the material is interesting as it shows what can be done. The hulls are 30 feet 2 inches in length on deck and 28 feet on the water. The maximum beam of the individual hull is 4 feet 2 inches with a total beam for the entire craft of 13 feet 8 inches. Draft, including a worm shoe, is 23 inches. The sail area totals 520 square feet and has a high aspect ratio.

Construction is primarily of plywood, with the boat displacing complete just under 7,000 pounds.

The below deck arrangement is unique. There are four single staterooms with plenty of storage facilities. Amidships in the starboard hull is the galley, in the port hull the head. The auxiliary power will be supplied by two Universal Fisherman 8 horsepower engines, with one in each hull.

The designer has this boat under construction and further reports about her will be made available to readers of THE RUDDER at a later date.

PLANS AVAILABLE
Write Universal Motor Company

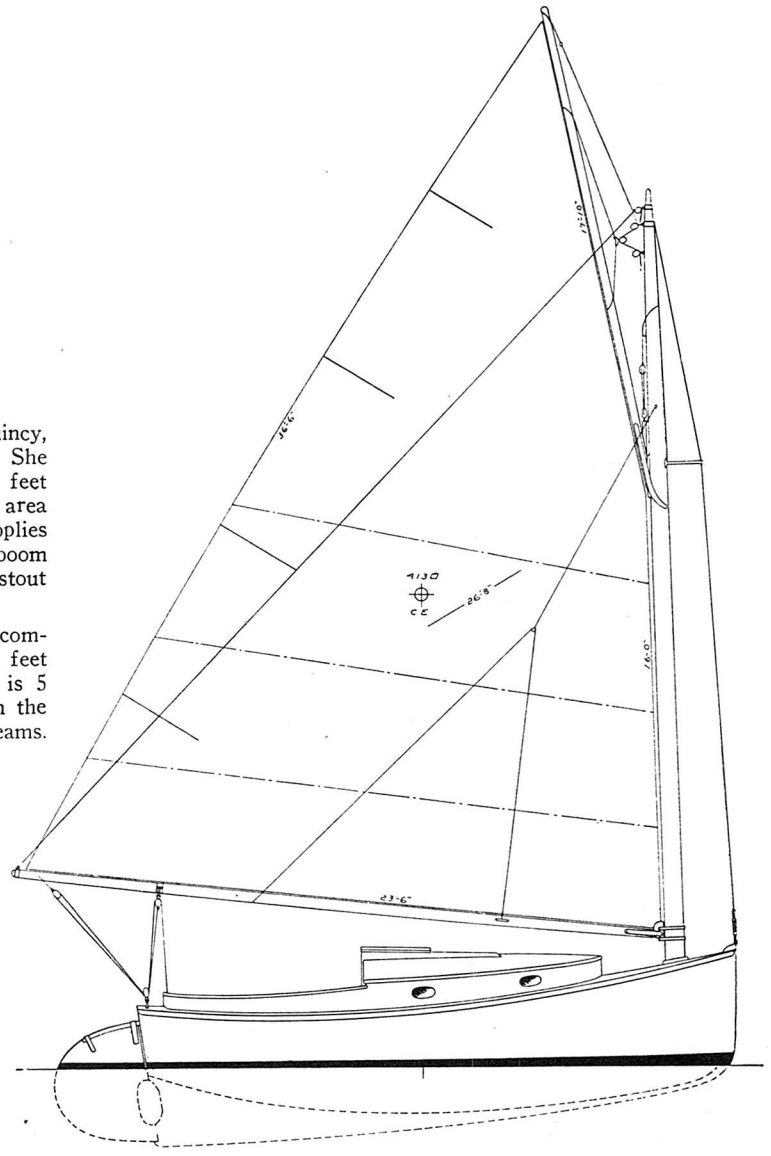


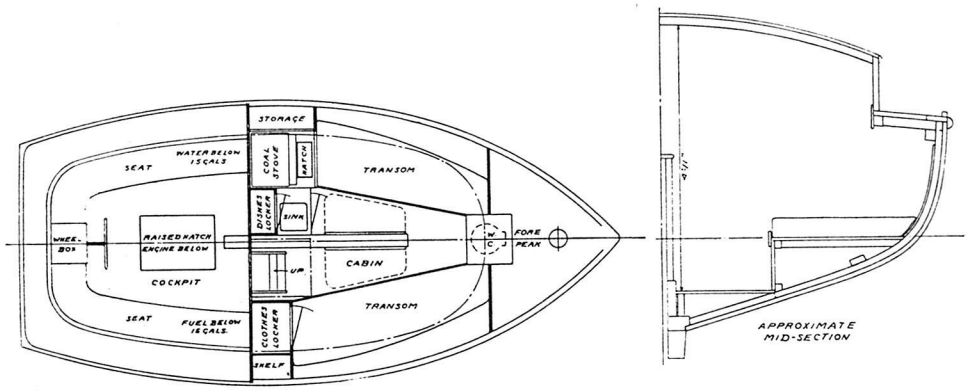
Courtesy RUDDER MAGAZINE

Winslow Catboat

RALPH E. WINSLOW, naval architect of Quincy, Mass., has designed this 21 foot 6 inch catboat. She has a waterline length of 21 feet 1 inch, beam of 10 feet 7 inches and draft of 2 feet 11 inches (board up). Sail area is 413 square feet and a 12 horsepower Universal supplies auxiliary power. The gaff is peaked high and the boom extends only a moderate distance over the stern. The stout mast is supported by a single stay.

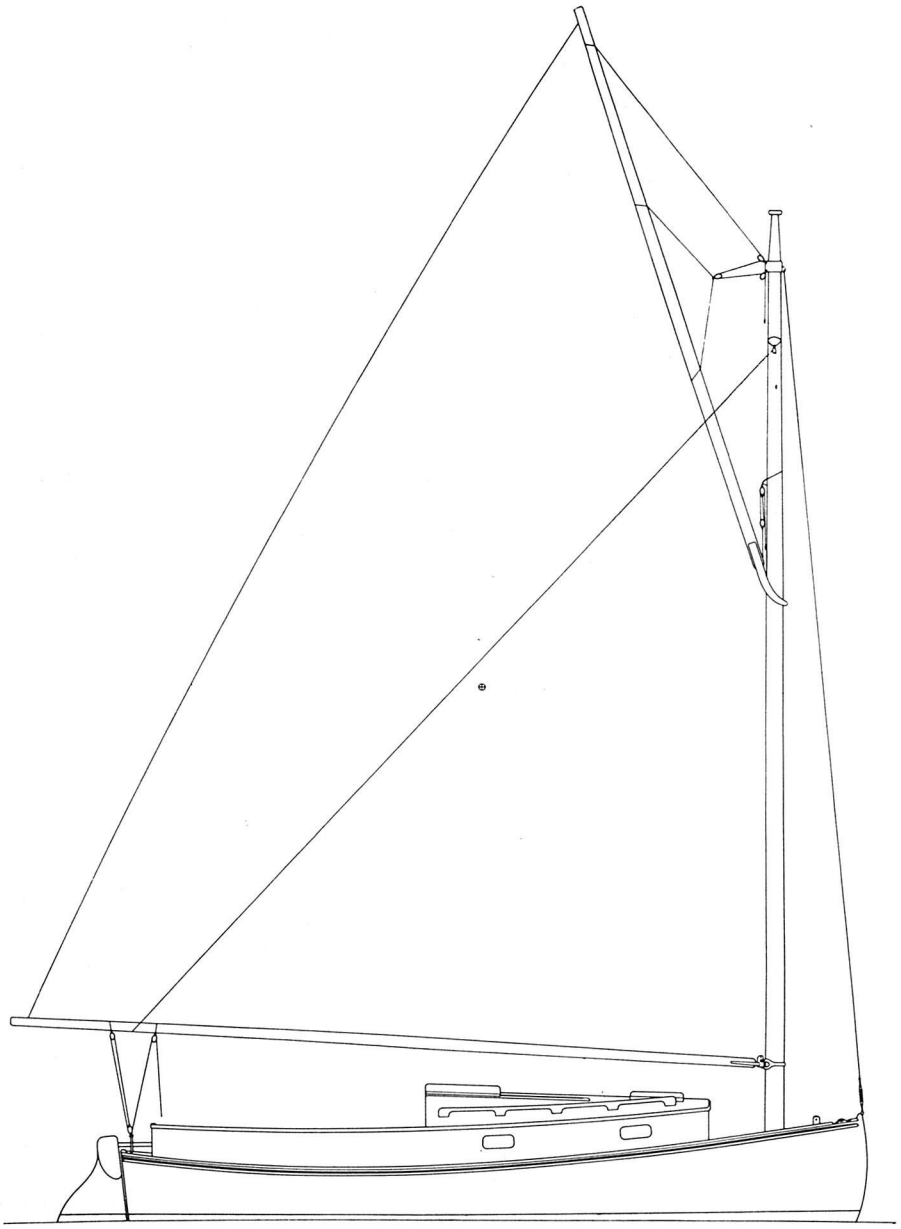
The cabin is arranged to accommodate two persons comfortably. The cockpit is spacious, being over 7 feet in length, and is self bailing and watertight. There is 5 foot 3 inch headroom under the companionway slide in the cabin and 4 foot 11 inch under the cabin trunk beams.





Courtesy RUDDER MAGAZINE

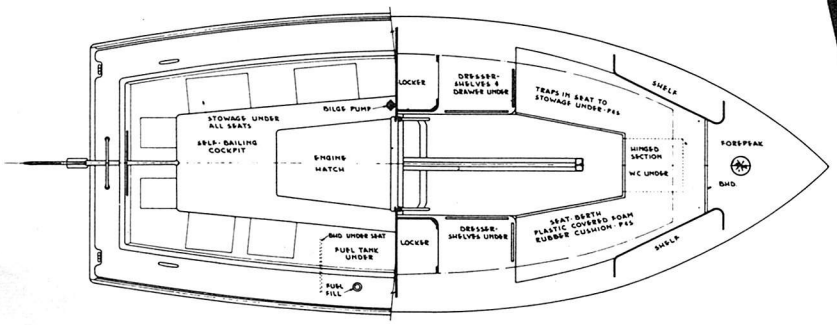
Sturdevant-Designed Catboat with Lots of Charm



OUTBOARD PROFILE

The ever-popular catboat has a new member of the family with this recent design by F. Ellsworth Sturdevant, Tacoma, Washington. Measuring 23' 11" over-all and 23' 4" at the waterline, she has a beam of 9' 9" and a draft of 2' 3" with the centerboard up and 4' 10" with the board down. It is powered by a Universal Atomic Four 25 h.p. marine engine with 2 to 1 reduction gear. Sail area is 430 sq. ft.

The boat is intended primarily as a day sailer but ample stowages have been worked into her design to allow for limited cruising accommodations with portable basin and water tank and an alcohol stove. Headroom in the trunk is 4' 9".

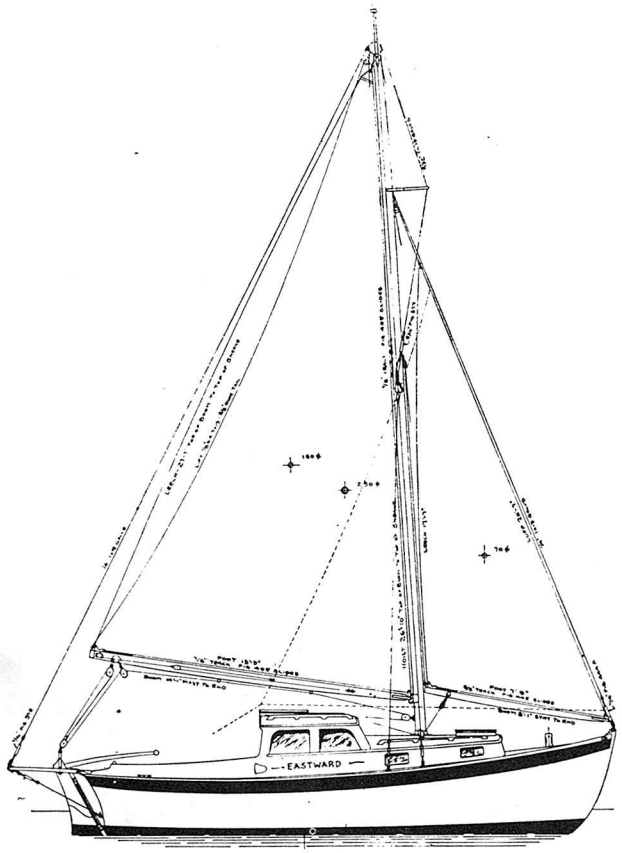


ARRANGEMENT PLAN

PLANS AVAILABLE
Write Universal Motor Company

"EASTWARD"

MINIMUM MOTOR SAILER



L.o.a., 23'3"	*L.w.l., 20'0"*
Beam, 8'8"	*Draft, 3'10"*
S.A., 250 ft.	*Power, 25 hp. 4-cyl.*

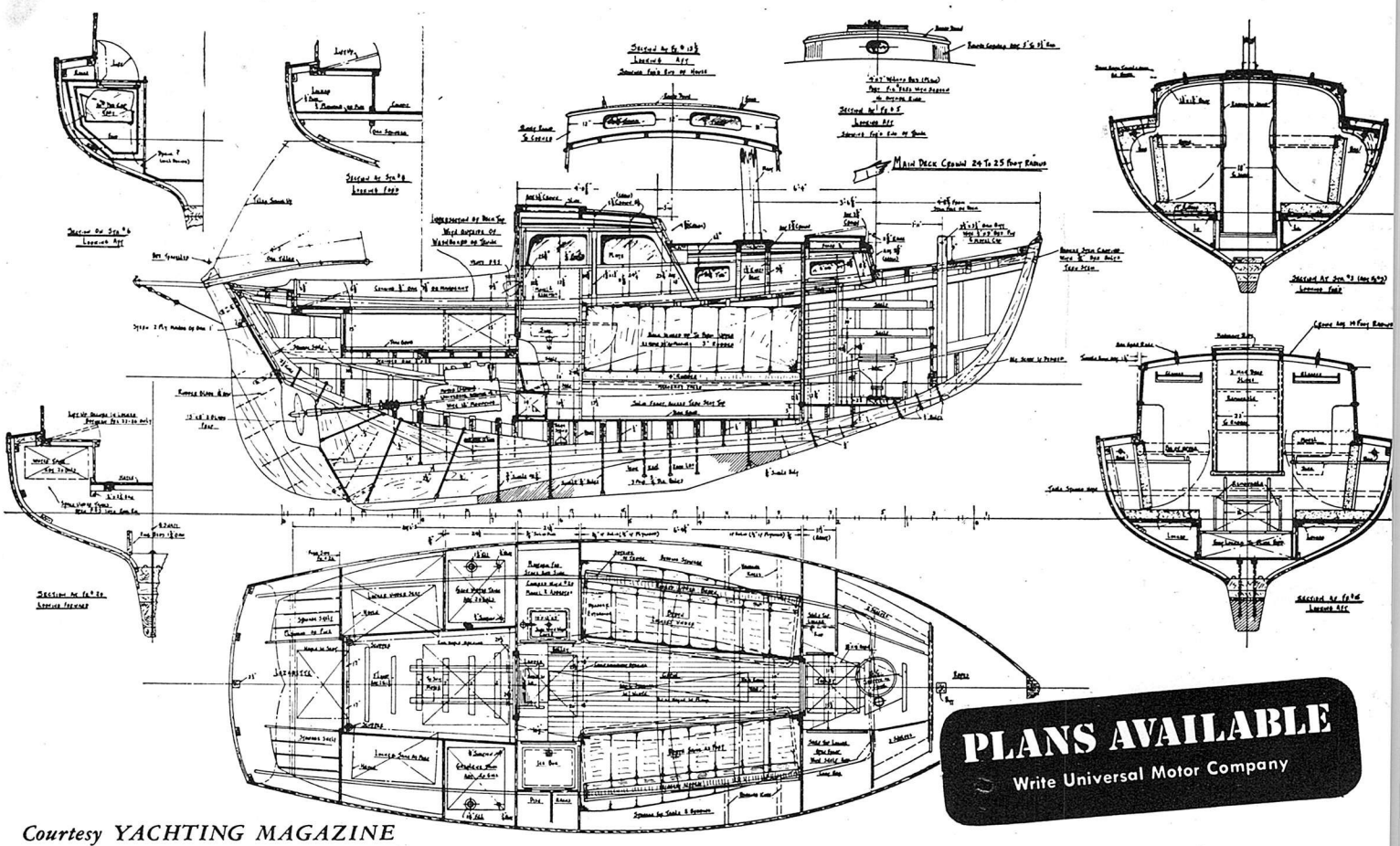
JUST ABOUT the minimum practical motor sailer is *Eastward*, designed by Eldredge-McInnis, Inc., 131 State St., Boston, Mass., for the use of members of the firm. Two of these boats, representing refinements of an earlier model, have been built during the past winter by Walter Pinaud, of Baddeck, Nova Scotia. More may be built in the near future as a result of inquiries about them, the designers report.

The first of these boats proved a good sailer for her type and size. Speed under power is in the neighborhood of seven knots with a 25-hp. four-cyl. engine—the Universal Atomic Four is first choice of the designers.

The cabin plan shows a chain locker and toilet in the bow, clothes stowage next aft, then a main cabin with upper and lower berths, and the galley athwart the after end of that space. In *Eastward* the doghouse provides 6'2" headroom in the galley and after part of the cabin. The mast is stepped on deck to avoid interference with the accommodations.

Eastward's specifications include oak keel, stem and frames, cedar planking, teak decks, mahogany trim and bronze fastenings. Mast is hollow, standing rigging galvanized steel and hardware by Wilcox, Crittenden and Merriman Bros. Copper tanks hold 20 gallons each of fuel and water. The galley has a two-burner alcohol stove, sink and icebox, and she has a six-volt electrical system, charged from the engine generator.

With her permanent backstay and self-tending jibsheet, *Eastward* is a "one-handed" boat to sail, but she also has a genoa jib. With her broad stern, short overhang and outboard rudder there is plenty of room in the cockpit. She carries a ton of lead on her keel.



PLANS AVAILABLE
Write Universal Motor Company

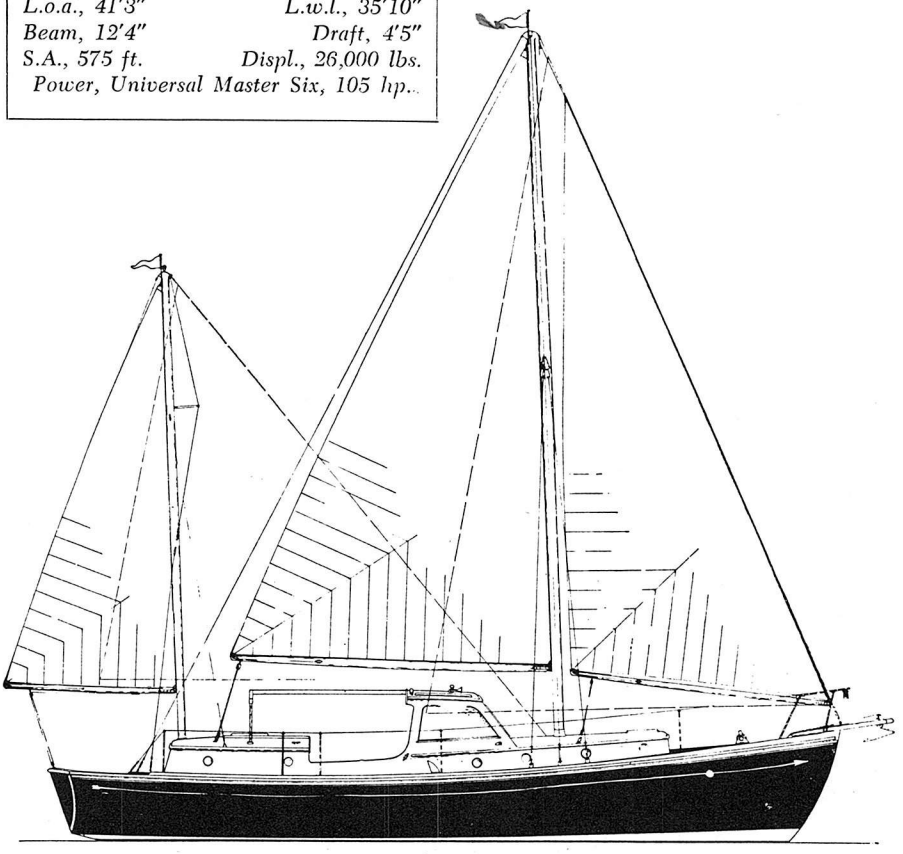
Courtesy YACHTING MAGAZINE

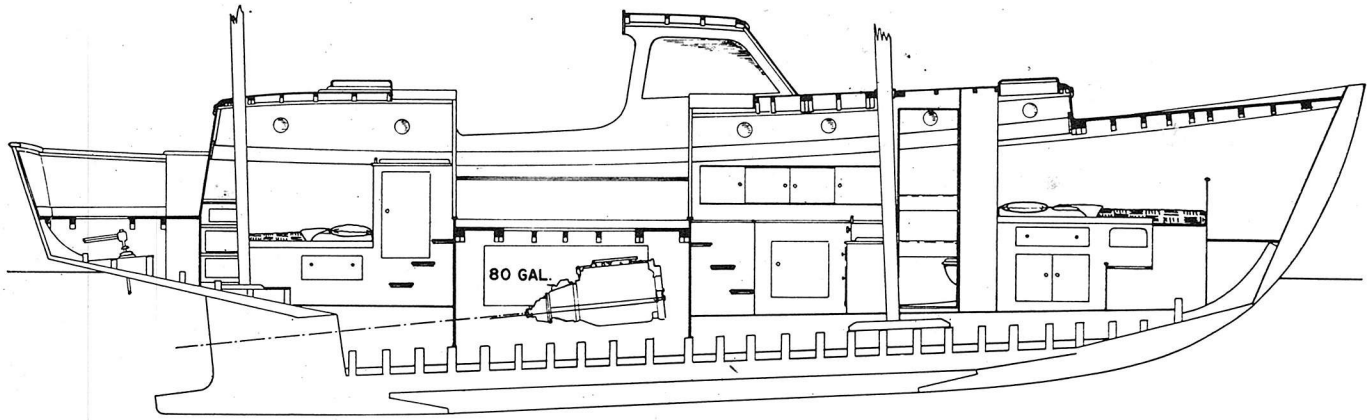
THE NEW 41-FOOT STONINGTON MOTORSAILER

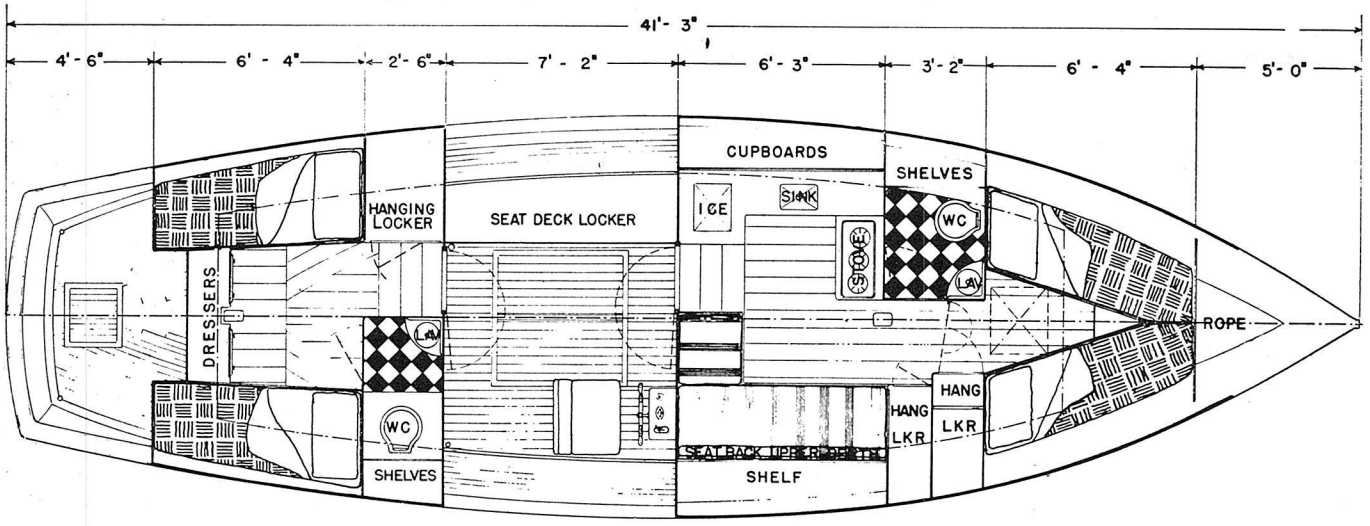
L.o.a., 41'3"	*L.w.l., 35'10"*
Beam, 12'4"	*Draft, 4'5"*
S.A., 575 ft.	*Displ., 26,000 lbs.*
Power, Universal Master Six, 105 hp..	

THE greater length and the raised counter of this new boat, designed for the Stonington Boat Works by Henry Scheel, are expected to improve her sailing qualities over her earlier 37-foot prototype. And the extra four feet provide additional accommodations below decks, by the inclusion of a double stateroom forward. She sleeps six, two in the big galley in upper and lower berths, and has two toilets and lots of locker space. An extra hand also could sleep on the locker in the cockpit.

Since these boats will all be built to owners specifications, no details of construction can be given here, but it is obvious that, because of their comfortable accommodations, good lines, adequate sail plan and ample power they will make very fine cruisers indeed. This type of boat, because of its practical layout is becoming increasingly popular with experienced cruising men.







Courtesy YACHTING MAGAZINE

Controversy 32 Motor Sailer

Designed by: Butler and Hamlin
Mount Desert Yacht Yard, Inc.
Mount Desert, Maine

Built by: Bass Harbor Boat Shop
Bernard, Maine

Owner: Mr. C. Patten
Chattanooga, Tenn.

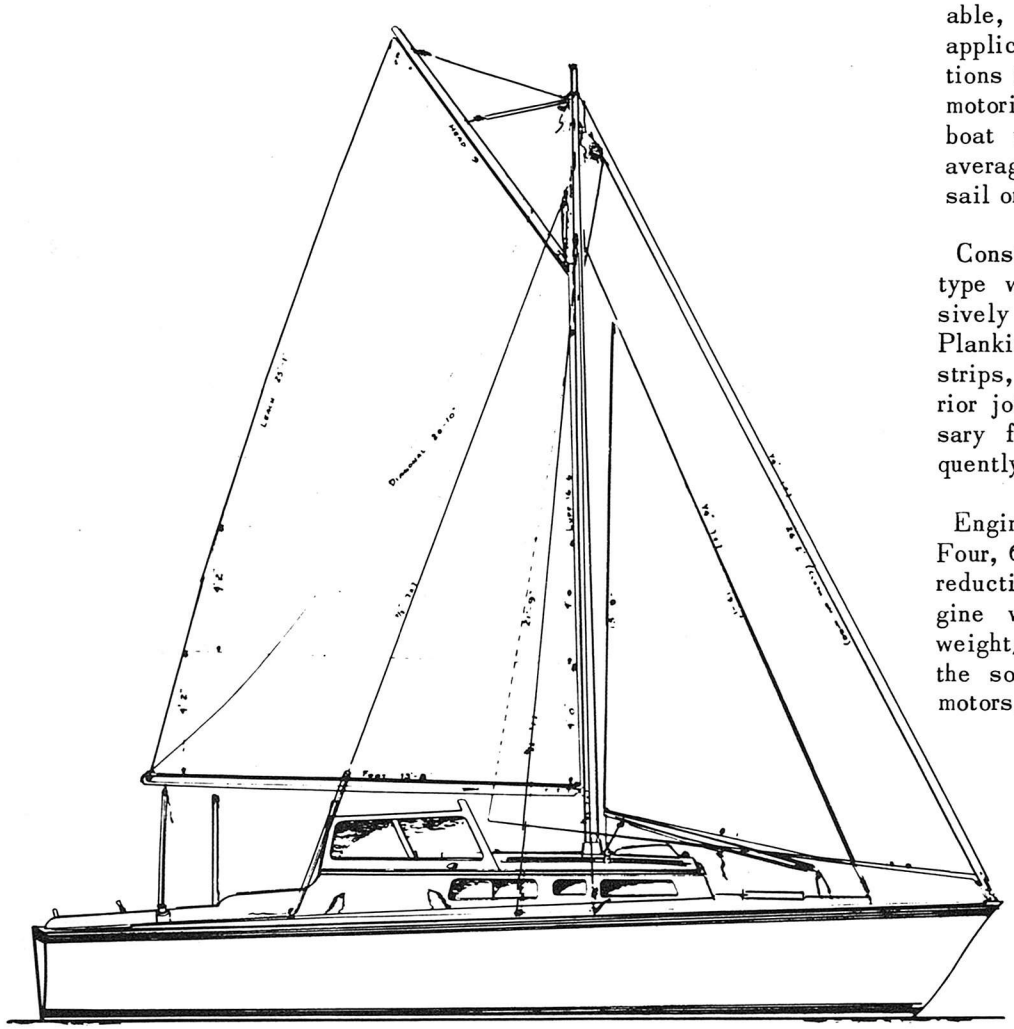
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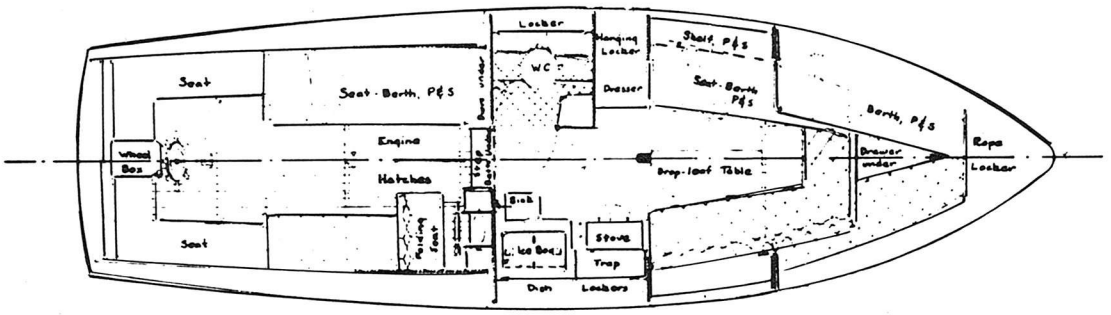
Length Over-All	*31' 3"*
Length Waterline	*28' 0"*
Beam	*9' 8"*
Draft	*3' 7"*
Displacement	*9100 lb.*
Ballast (Outside)	*2500 lb.*
Sail Area	*352 ft.*

The hull form is one developed by the designers, which has proved able, sea-kindly, and fast in other applications. With minor modifications to suit the added emphasis on motoring, the designers feel this boat will perform better than the average motor sailer under either sail or power.

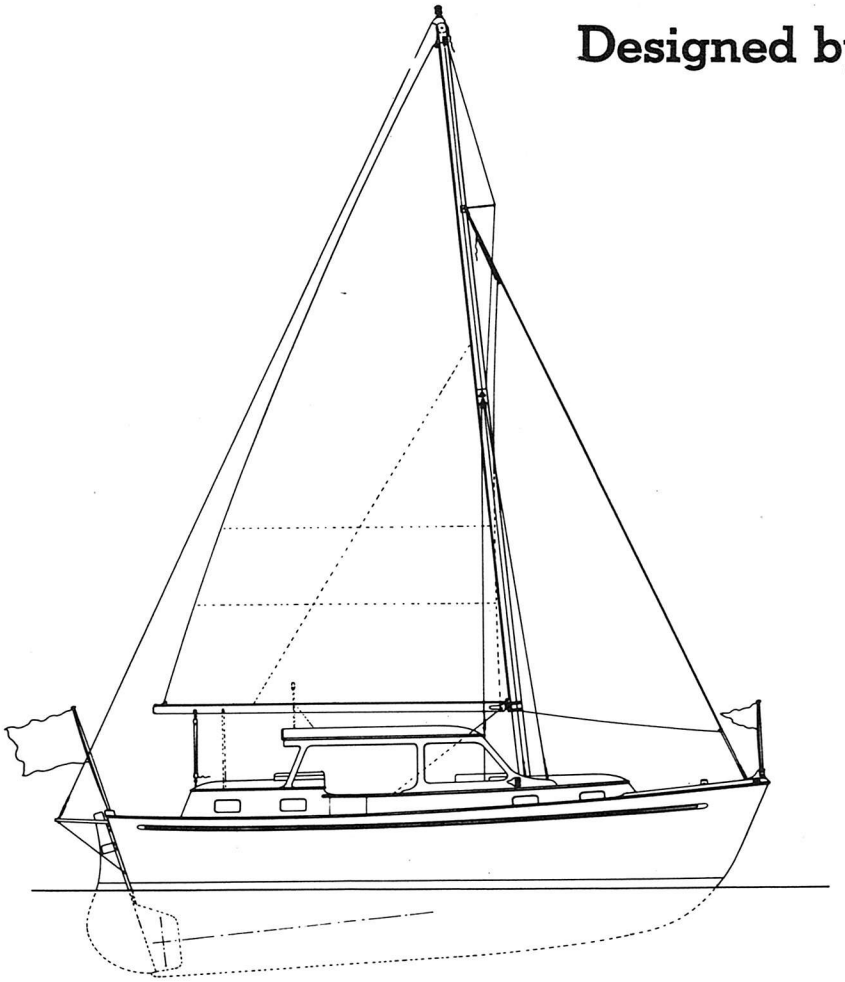
Construction is of the glued strip type which has been used exclusively by the designers since 1950. Planking is 1-1/8" square cedar strips, and the bulkheads and interior joiner-work provide the necessary framing. The hull is consequently light as well as strong.

Engine is a Universal Unimite Four, 65 HP at 3400 RPM, with 2:1 reduction gear. Choice of this engine was influenced by the low weight/HP ratio, small size, and the sound reputation of Universal motors.



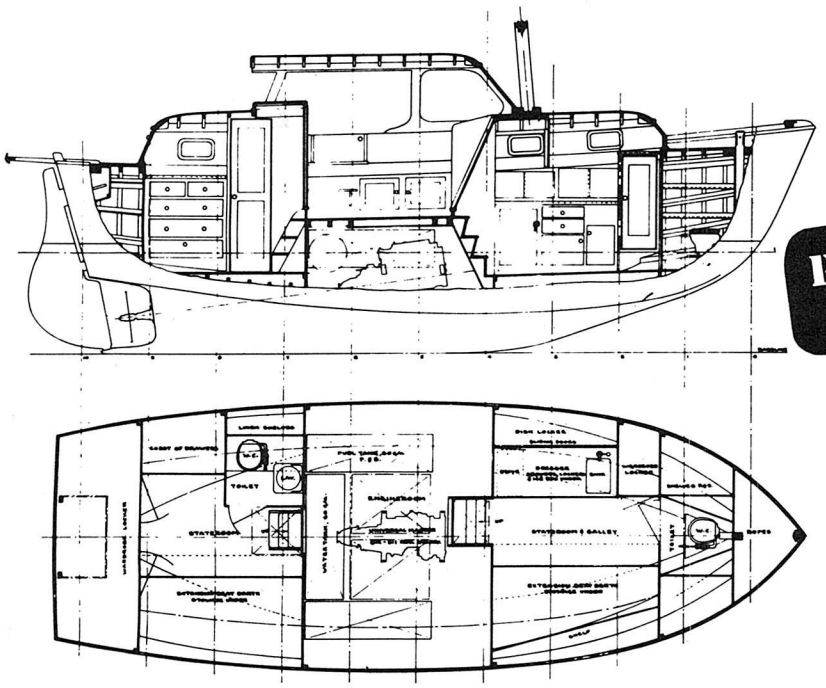


Double Cabin Motor Sailer
Designed by Leonard M. Richards



Length over-all -- 30' 0"
Length waterline -- 26' 7"
Beam -- 11' 0"
Draft -- 4' 0"
Sail area -- 340 sq. ft.
Power -- Universal Master Six, 3 to 1 reduction
Speed -- 12-13 knots cruising

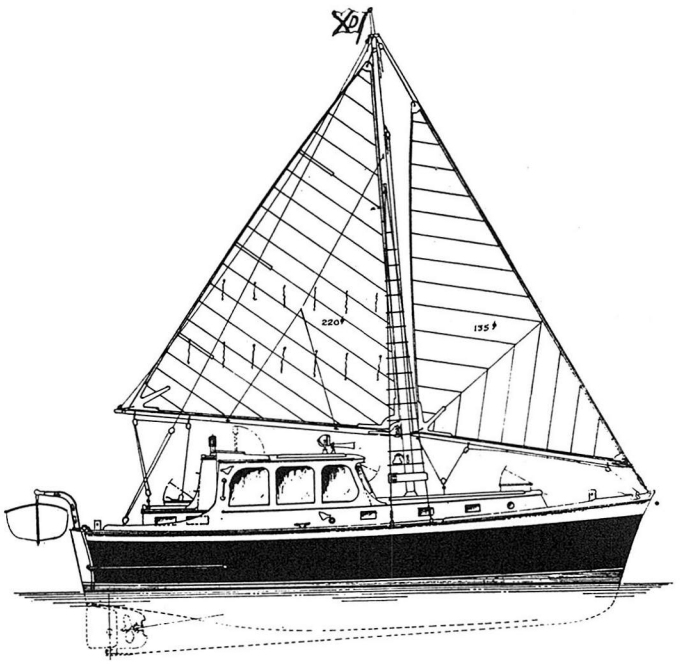
This new design by Leonard M. Richards, Wayne, Pa., shows a good-looking motor sailer created to provide separate quarters for two couples or a family of four. It has been developed to give a roomy, comfortable, exceptionally seaworthy motor sailer in economical small size with a good turn of speed under power -- as well as being a smart sailer for a boat of this type. Plans and specifications call for the finest materials and workmanship. Power is provided by a Universal Master Six of a 105 h.p., with a 3 to 1 reduction gear and hydraulic reverse gear.



PLANS AVAILABLE
Write Universal Motor Company

Millett
Motor Sailer

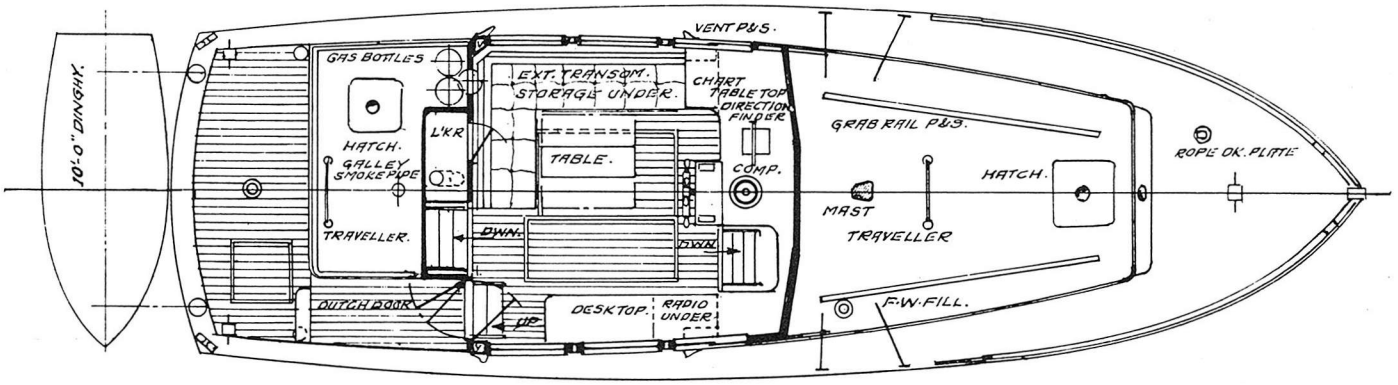
38'3" x 35' x 12' x 4'

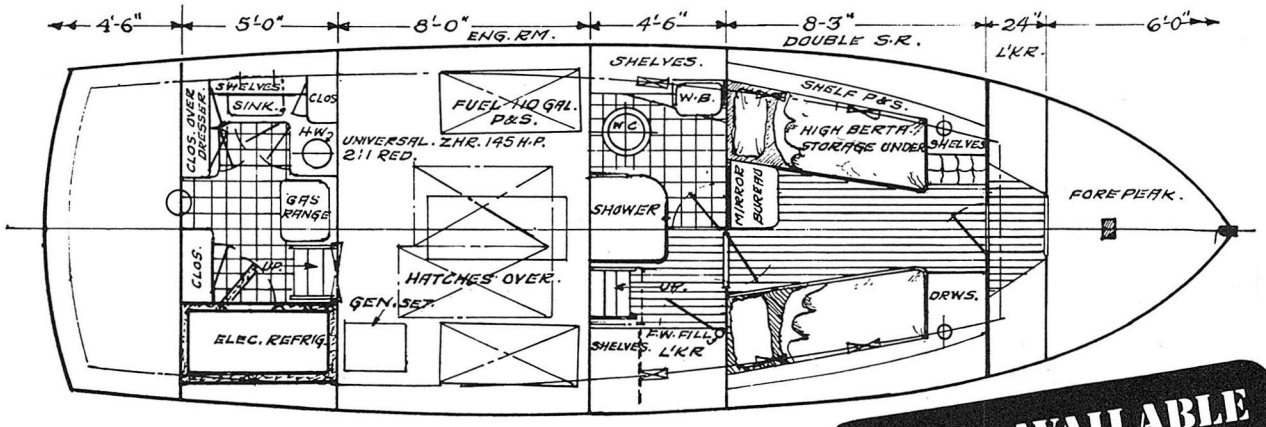


THIS plan by W. H. Millett of Eliot, Me., is for a slightly larger development of Carl Grinn's very successful motor sailer, the Electra. Her dimensions are 38 feet 3 inches overall, beam 12 feet, and draft 4 feet. Power specified is a Universal 145 horsepower motor with 2 to 1 reduction gear and a gas capacity of approximately 200 gallons, providing good cruising range. She is of the trunk cabin type with enclosed deckhouse, in which are located all controls for handling the boat, and a small after cockpit.

The arrangement below deck shows a good sized forepeak forward, followed by a large double stateroom fitted with all that is necessary for comfortable living. Next aft on the port side is a toilet room with shower and to starboard extra locker and shelf space as well as steps to the deckhouse.

The motor is installed under the deckhouse floor, with convenient access through hatches, and has an ell shaped seat on the port side which converts to a double berth at night. To starboard there is a large cabinet with space for radio and desk. Steps go down to a commodious galley under a small trunk that is fitted with all necessary appliances including electric refrigeration. Steps from the deckhouse and a Dutch door take one to a convenient walkway leading into the cockpit. Ample side decks are provided. The sail area amounts to 355 square feet and should prove very helpful.



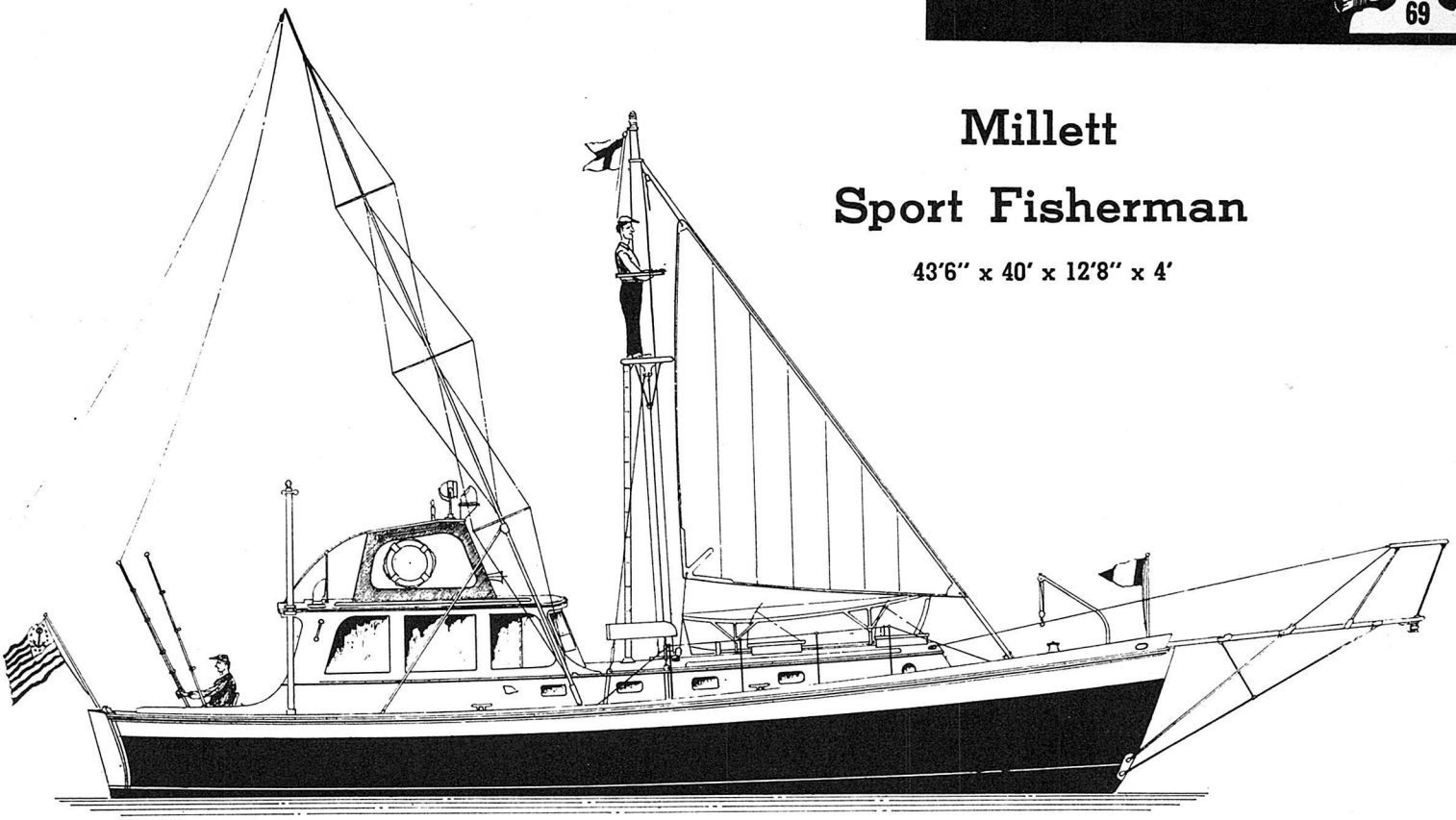


PLANS AVAILABLE
Write Universal Motor Company

Courtesy ***RUDDER MAGAZINE***

Millett
Sport Fisherman

43'6" x 40' x 12'8" x 4'



THIS design is by W. H. Millett, of Eliot, Me., and represents his conception of a good all around seagoing fishing boat in which comfort for the owner predominates, with good quarters for the crew.

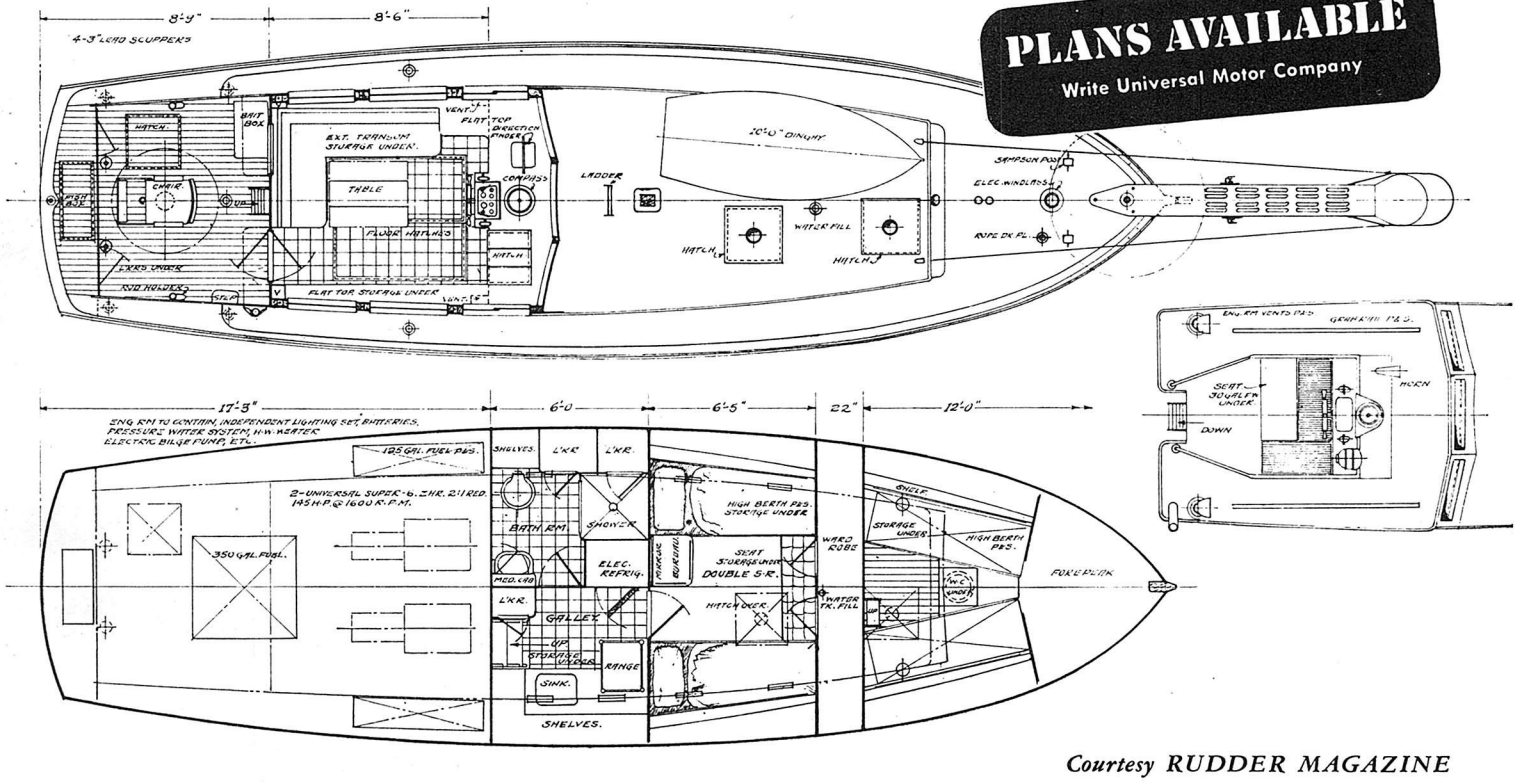
Her dimensions are 43 feet 6 inches overall, beam 12 feet 8 inches, draft 4 feet. Proposed power is by two Super Six 145 horsepower Universal motors with 2 to 1 reduction gear, with separate generating sets, electric bilge pumps, water pressure system and electric refrigeration.

The boat is of the trunk cabin type with wide side decks and has a fishing chair in the after cockpit. Steering is done and all controls are provided both inside the deckhouse and on top.

The below deck arrangement consists of crew's quarters for two men forward, with separate access, followed by a large wardrobe extending completely across the boat for use of the occupants of the double stateroom, which is fitted with seats, bureau and storage under the berths. There is also an emergency hatch. Next is the galley to starboard, with ample storage space and a large bathroom with shower on the port side.

Steps lead from the galley to a large deckhouse having an extension ell-shaped transom on the port side and storage cabinets for books and radio. The cockpit is of good size and contains bait and fish boxes as well as access to the topside steering position.

PLANS AVAILABLE
Write Universal Motor Company



Courtesy RUDDER MAGAZINE

A V-Bottom 30 ft. Cruiser

Designed by J. F. GREGORY, *809 Pepper Ave., Richmond, Va.*

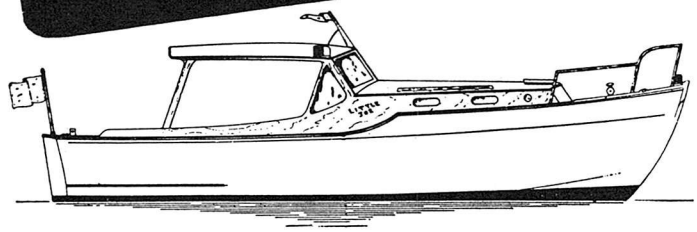
DIMENSIONS: L.O.A. *30 ft. 5 in.* L.W.L. *27 ft. 1 in.* BEAM AT DECK, *10 ft.* DRAFT, *2 ft. 7 in.* POWER, *Universal Super Four 50 hp with 2:1 reduction gear.* SPEED: *11 knots.*

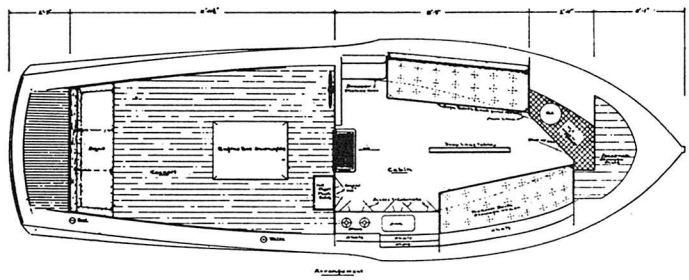
DESIGNED for a home builder, this V bottom, raised deck and trunk cabin cruiser is of solid conventional design with a well laid out cabin for cruising for two and a sheltered cockpit needed during summer days when the boat will be operated under the Tidewater sun.

The open layout below is a suitable one for hot weather use, with air space for ample ventilation and an absence of compartmentalization that often makes small cruising craft seem crowded. The shelf space provided is more usable than the usual cubbyholing one sees in boats where the owner wishes to give the impression of more accommodation than really exists.

The planking is 1 in. conventional caulked strakes and the power provided will be a Universal Super Four, 50 hp. engine with a 2:1 reduction gear able to swing a big propeller. Her speed should be a comfortable, efficient 11 knots.

PLANS AVAILABLE
Write Universal Motor Company



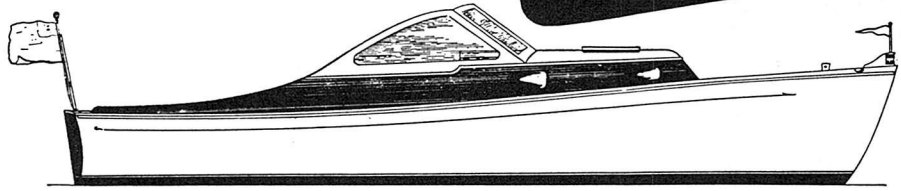


WITH HER 30 ft., over all length and 10 ft. beam, this V bottom design should make a good day sailer or weekend cruising boat.

Courtesy BOATS MAGAZINE

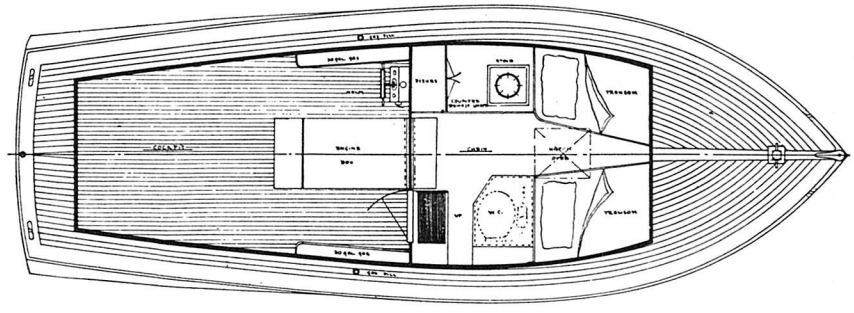
A STOCK-DESIGN CRUISER BY HARRIS

PLANS AVAILABLE
Write Universal Motor Company

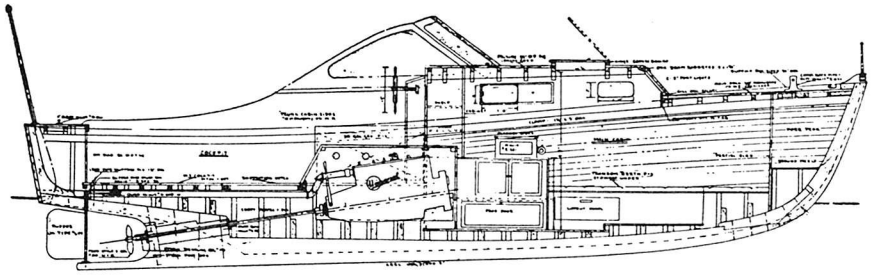


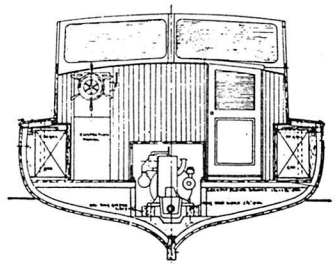
ROBERT S. HARRIS, 9 Floyd Place, Great Neck, N.Y., offers stock plans of this smart 23½′ cruiser for home or professional building. She makes 18 m.p.h. with a 60-hp. Universal Bluejacket engine, and in addition to a large cockpit has adequate two-person accommodations for short cruises, with an enclosed marine toilet and minimum galley.

A round-bottom boat with ample beam and hard bilges, she should be seaworthy for her size and the full length skeg and good-sized rudder indicate a boat that should handle well and be practical for cruising or fishing in either shallow or open waters. Specifications call for all white oak framing, cedar planking, pine decks, mahogany trim and galvanized fastenings.

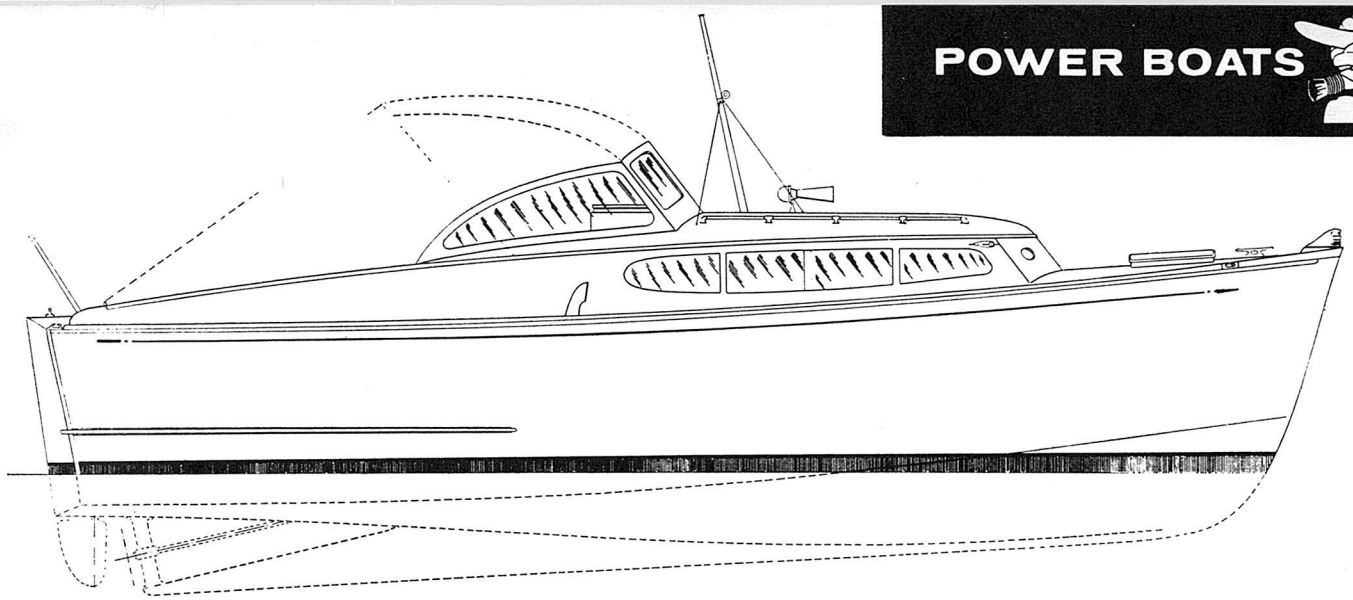


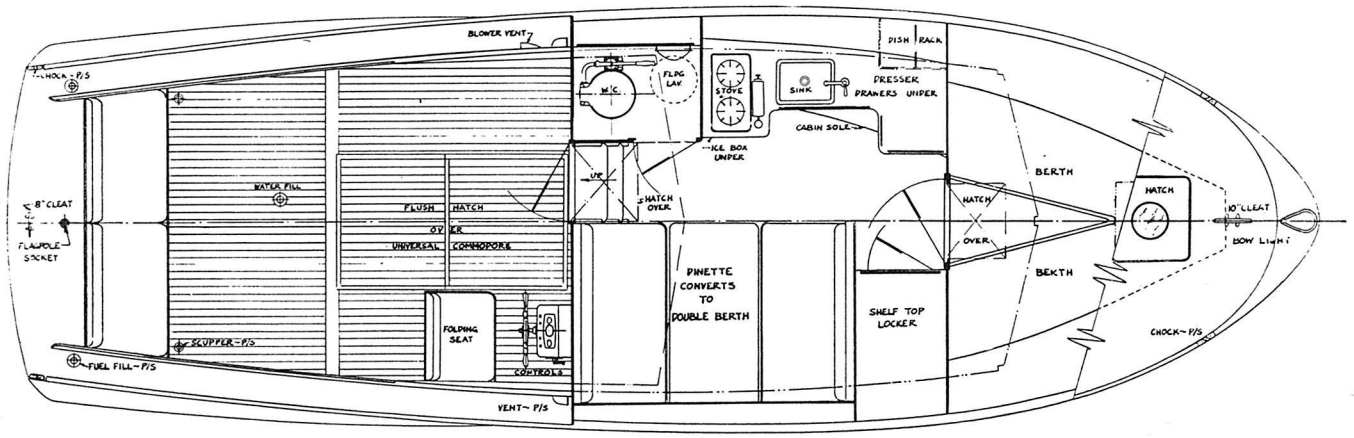
L.o.a., 23′6″ *L.w.l., 21′8″*
Beam, 8′8″ *Draft, 2′*
Power, 60-hp. Universal *Speed, 18 m.p.h.*





Courtesy YACHTING MAGAZINE





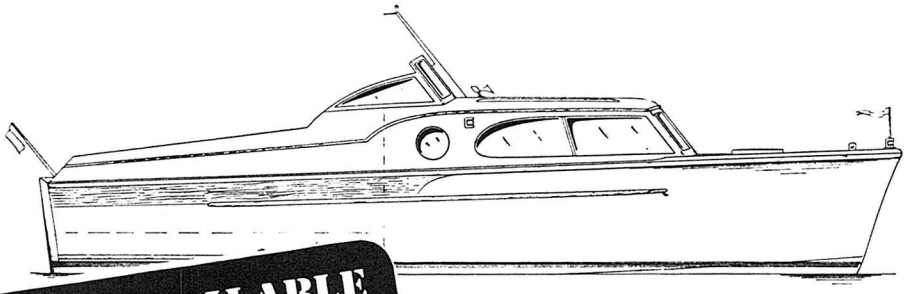
Stock Cruiser

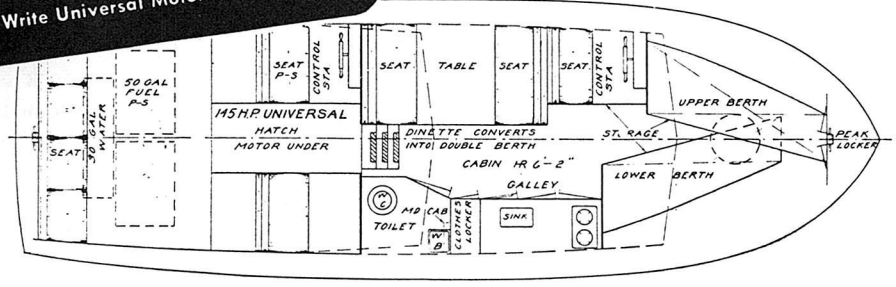
29' x 27'6" x 9'6" x 2'6"

RICHARD P. Ketcham, Jr., designed this cruiser for Matthew's Mill Work Co., Luzerne, Pa., to be built as a stock model. The vee bottom boat is of batten seam construction with Philippine mahogany planking over white oak sawn frames. All fastenings are of Everdur.

The boat has a comfortable layout for four persons, with convertible dinette and a large galley. Fuel capacity is 135 gallons, water capacity 40 gallons.

A Universal Commodore engine equipped with 2 to 1 reduction gear and hydraulic clutch control gives a top speed close to 20 miles an hour. Fittings and hardware are by Perkins, Columbian Bronze and Wilcox-Crittenden.





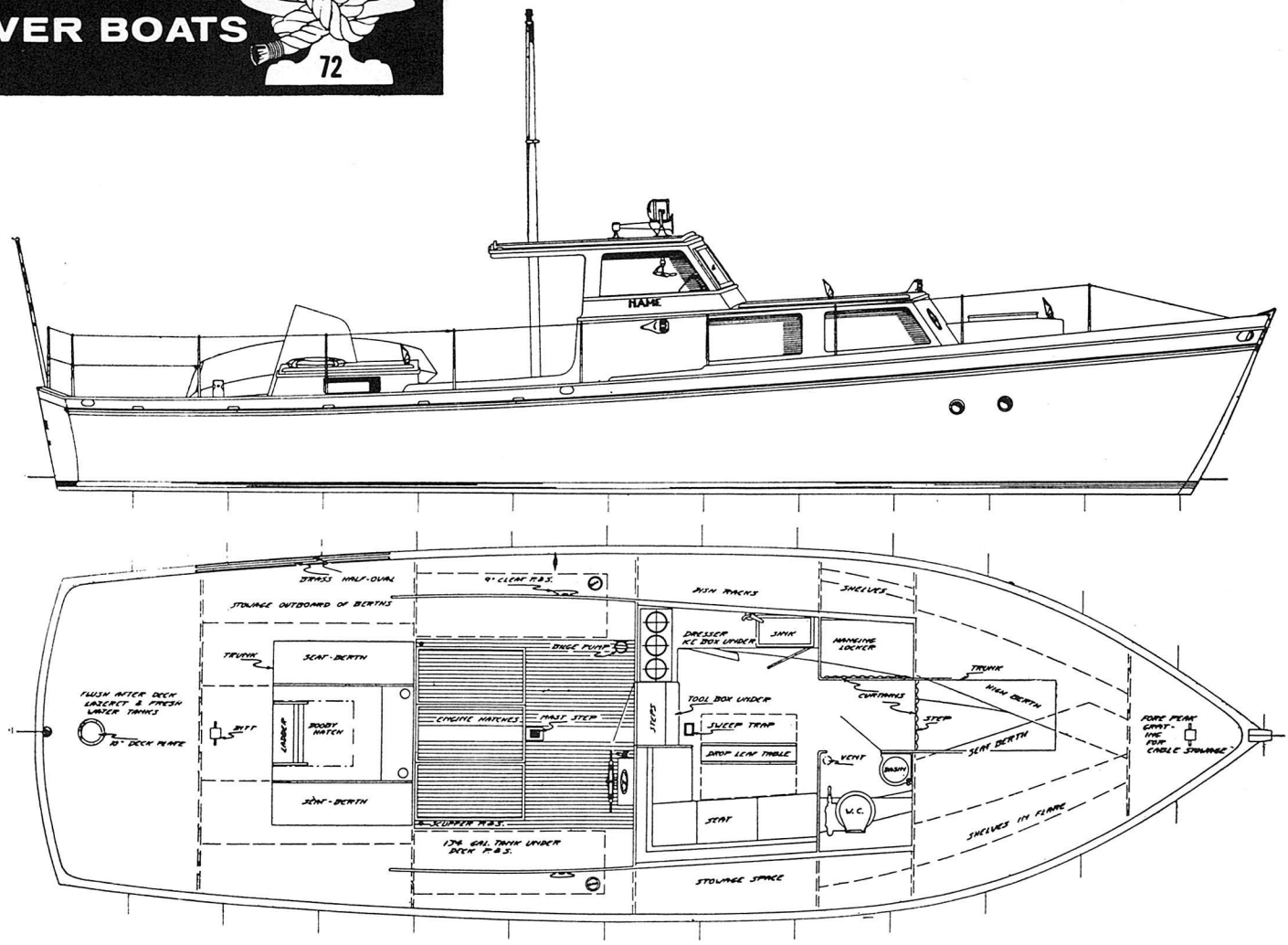
PLANS AVAILABLE
Write Universal Motor Company

Sedan Cruiser

29' x 9'6"

THIS vee bottom flying bridge sedan cruiser was designed by Claude W. Horst, 6515 Earl Ave. N.W., Seattle 7, Wash. The boat will soon be built in Germany. Batten seam construction is to be used for the hull and planking and the cabin will be of African mahogany. The cabin will be of natural finish inside and out. There are accommodations for four persons as well as a roomy cockpit suitable for family cruising or fishing. She will be powered with a 145 to 150 horsepower motor with 1½ to 1 reduction gear. Twin engines may also be used.

Courtesy RUDDER MAGAZINE



Seagoing Motor Cruiser

Designed by Philip C. Bolger
Universal Motor

This is from the designing boards of Philip C. Bolger of Gloucester, Mass. She is owned by H. Travis Sykes of Kitty Hawk, North Carolina. She was designed primarily as an economical medium speed cruiser able to go to sea and cruise the Bahama Islands. She is expected to have a sustained cruising speed of thirteen to fourteen miles an hour with the motor operating at about 2,400 rpm.

Length over all is thirty-eight feet, nine inches, beam is twelve feet and draft three feet, one inch. Displacement is reported by the designer to be 15,500 pounds and the motor will be a Universal Super-Six Commodore model. It will have a reduction gear of 2.03 to 1.

Her narrow deck house and flush after deck give her a most unusual amount of deck space. She has a low bulwark all the way around and in addition a twenty-eight inch high life line that runs nearly up to the bows. Interior accommodations are suitable for four persons.

The motor may be hoisted in and out without resorting to any carpentry work and the tanks are located in separately ventilated compartments that drain over the side. She will carry 268 gallons of fuel.

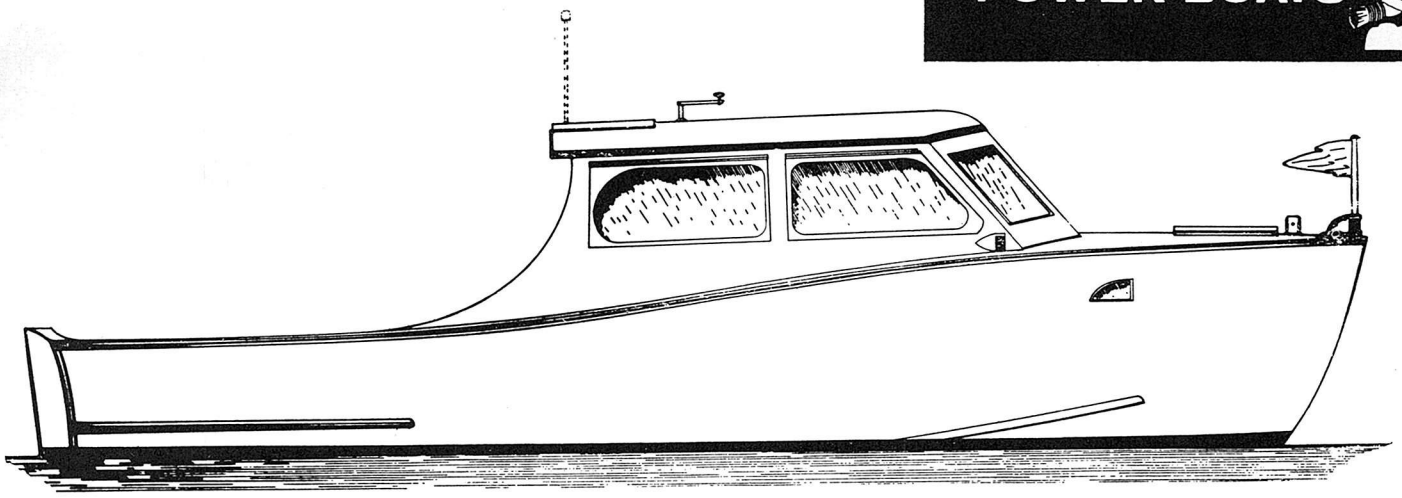
The underwater lines are easy and there are deep concave sections to give plenty of sea ability. As may be seen, a solid deadwood extends all the way aft under the propeller for protection.

The arrangement plan is simple and should make living aboard a real pleasure. There is a forward stateroom with two berths, one low enough to double as a seat and the other high up with the foot extending over the other. There is a low trunk over this with a cowl ventilator and hatch.

Following this stateroom and divided from it by a partial bulkhead and curtained entrance, is an enclosed lavatory on the starboard side. Opposite this is a large hanging locker and abaft this is the galley with plenty of storage space. On the starboard side, opposite this is an L-shaped seat with drop-leaf table.

Steps lead from here up to the open bridge deck where the helmsman and his controls are protected by a windshield and side shields. The level of this bridge deck is below that of the side decks and the motor is underneath with, of course, large flush hatches. There is also an after stateroom with two berths and ample stowage outboard of each one. Steps lead down from the main deck through a booby hatch with opening aft.

Courtesy BOATS MAGAZINE



Fishing Boat

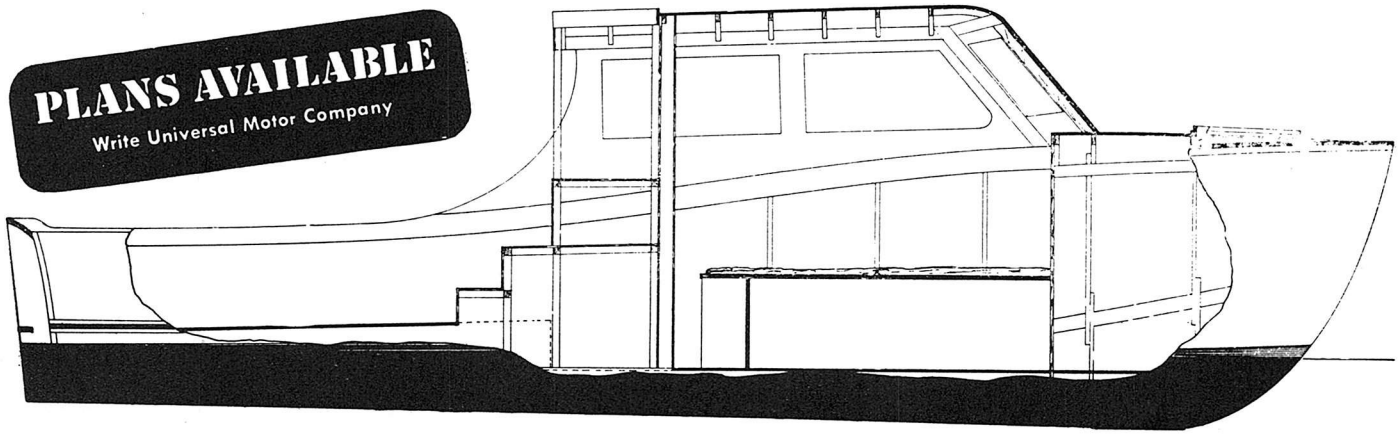
26′ x 24′ x 8′5″ x 2′9″

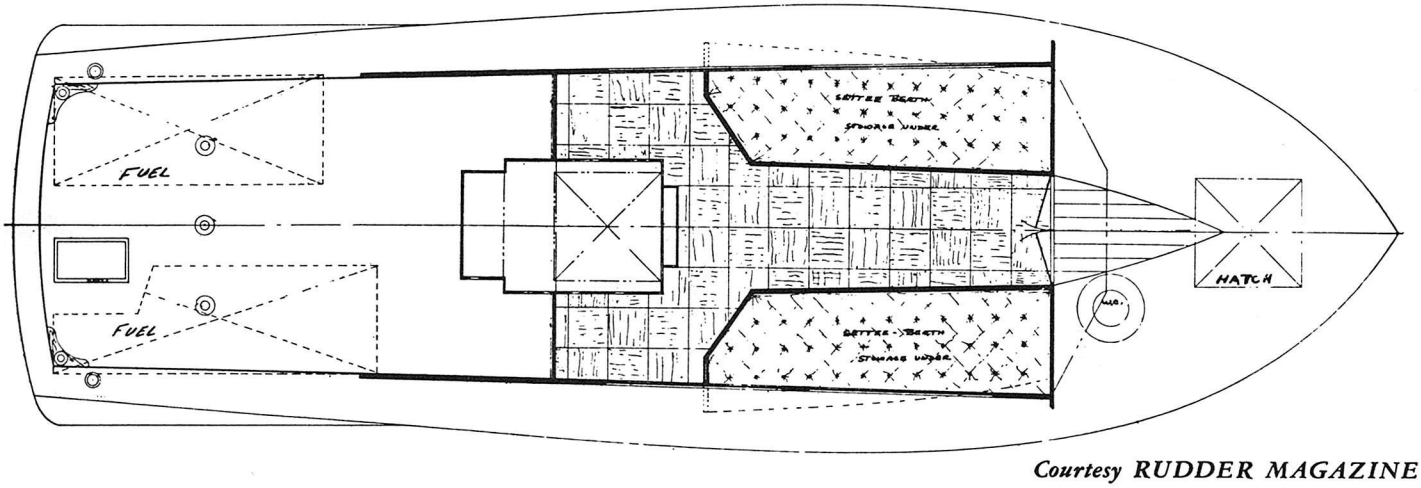
THE design and layout of this interesting fisherman, designed for Julian Crandall of Ashaway, R. I., by Edwin H. Mairs, 4116 Douglas Rd., Miami, Fla., were based largely on the ideas and experience of captain Tom Gifford of Miami, Fla., one of the world's foremost salt water fishing guides. It is understood that she is to be built in Spain for fishing in the open Atlantic.

The hull specifications call for pine or oak backbone, mahogany frames and mahogany planking. She will be batten seam planked throughout and all seams and joints are glued. The bottom is hard chined, planing type, with parallel buttocks aft of the center section. The forward stations are sharply veed but convex in section to provide a non-pounding bow with ample buoyancy. The skeg has been omitted in order to assure an easy motion when trolling at slow speeds across heavy seas. A Universal Master Six, 105 horsepower engine will enable her to make better than 25 miles an hour to get out to the off shore fishing grounds and back again in a hurry. The designed displacement is 6,280 pounds.

As this boat is a day fisherman the accommodations are very simple, consisting of a toilet forward and two settees in the deckhouse. The cockpit has been carefully designed for single or double chair fishing. The cockpit is self bailing and all decks are covered with fibrous glass. As a true flying bridge is impractical in a boat this size, the controls are located on the roof top and the helmsman stands on an easily accessible platform built above the engine box. It is interesting to note that the boat is not steered with a wheel but with a steering arm equipped with a hand knob to insure quick maneuverability. This arrangement has been very successful in operation on Gifford's Stormy Petrel.

PLANS AVAILABLE
Write Universal Motor Company





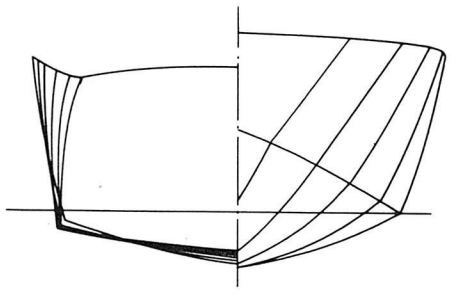
Courtesy ***RUDDER MAGAZINE***

PLANS AVAILABLE
Write Universal Motor Company

Plywood Sport Cruiser, 24 ft., 26 ft., and 28 ft.

Designed by JOHN BRANDLMAYR, *4260 Irmin St., South Burnaby St. Vancouver, B.C.*

DIMENSIONS: L.O.A. *24 ft.*, BEAM *8 ft. 7 in.*: L.O.A. *26 ft.*, BEAM *9 ft. 3 in.*: L.O.A. *28 ft.*, BEAM *10 ft.* POWER optional. On the 26 footer a Universal Super Six, 145 hp with 1½:1 reduction gear gives 27 mph.



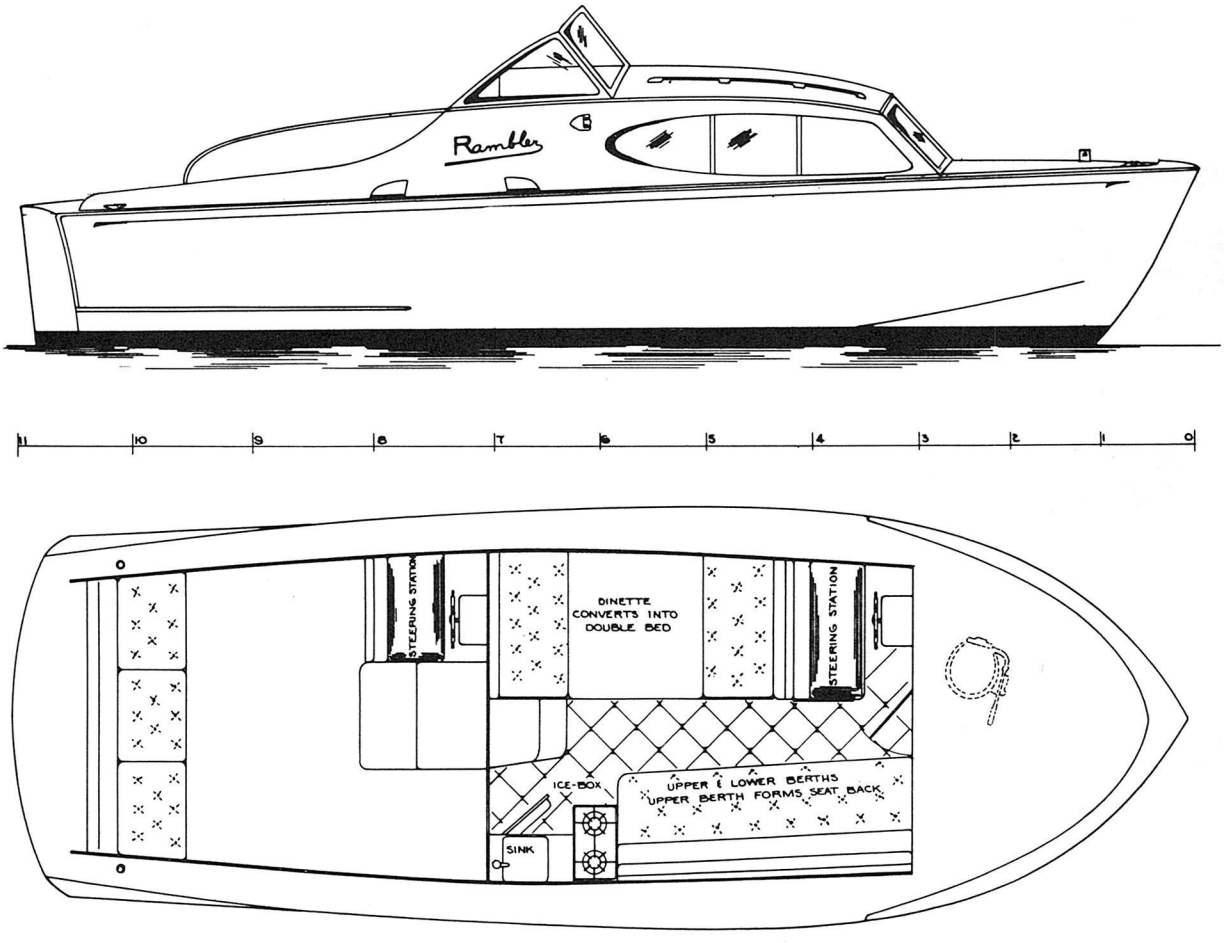
The developed surfaces of the plywood sheathing show a fast hull that should plane at high speeds

THE DESIGNER, who has produced a great number of plywood boat plans, most of which are available on a stock basis, recently offered this basic design in a selection of lengths and beams, given above. All the hulls are easy riding and level planing. The sections show a forefoot that should make them kind to rough water.

A 25 ft. water taxi along similar lines has proven successful, operating on the northern British Columbia coast.

The design lends itself to either single or twin engine installation and with either straight or V-drive. Sleeping accommodations for four are contained in a variety of alternate layouts available from the designer. Full headroom is offered.

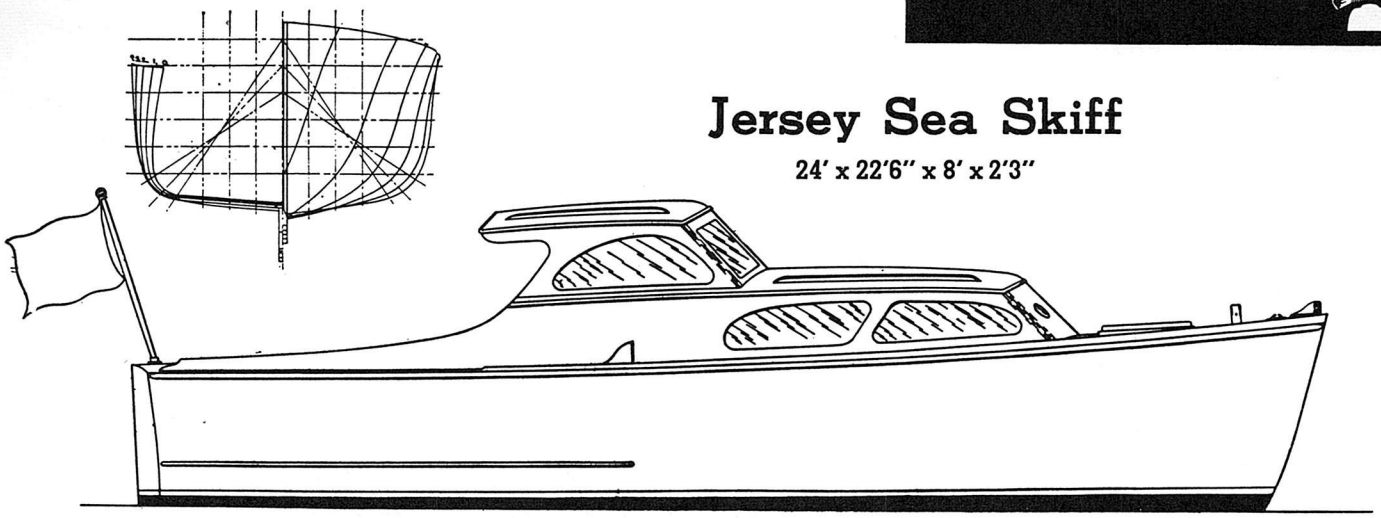
Their construction calls for sawn mahogany frames with battens spaced about one foot on centers, with ⅜ in. plywood topsides and a double bottom consisting of one ¼ in. skin and an outer skin of ⅜ in. plywood. Local builders are applying fiberglass over most of their boats.

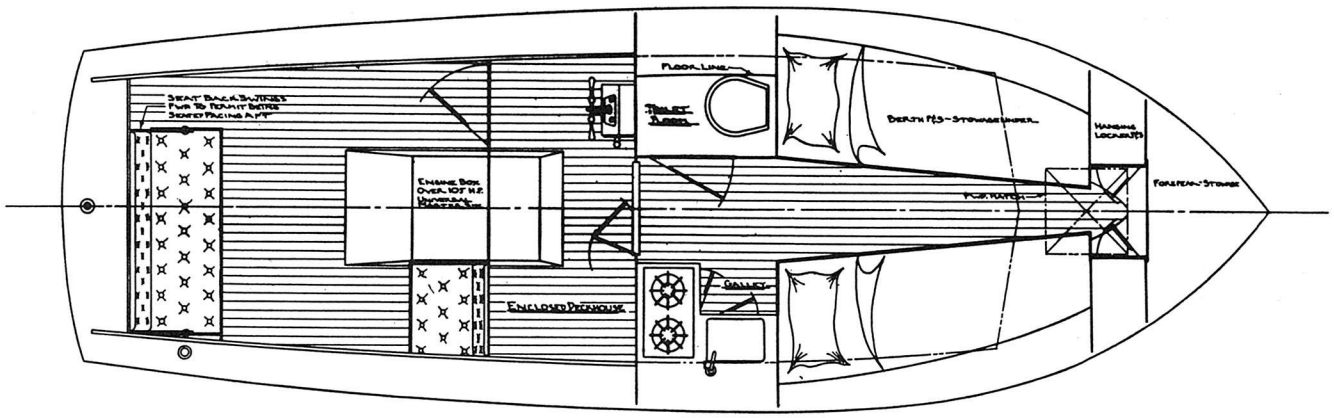


Courtesy BOATS MAGAZINE

Jersey Sea Skiff

24' x 22'6" x 8' x 2'3"





THIS Jersey Sea Skiff was designed by David P. Martin, 109 28th Street South, Brigantine, N. J., and plans have been made available to builders.

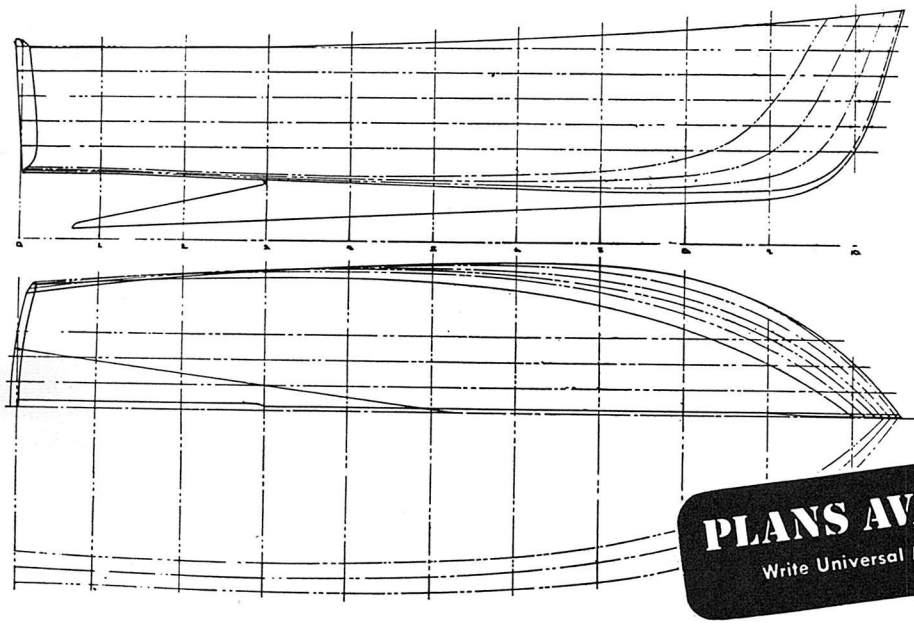
The skiff displaces 4,500 pounds. Construction calls for white oak keel and frames which are ¾ inch by 1¼ inch on 8 inch centers. The carvel planking is ¾ inch cedar or Philippine mahogany. A Universal Master Six motor of 105 horsepower delivers a speed of 23 miles an hour.

About the accommodations the designer states: "The arrangement plan was drawn as a result of some personal experience in cruising in boats of this size. It will be noted that the berths are separated forward instead of the usual vee berth arrangement found in similar boats. This eliminates the need of being a contortionist in order to get out the forward hatch. In rough weather one can stand in the forward hatchway and handle the anchor without having to go on deck, which is a safety feature. It will be noted that two hanging lockers are incorporated in the forepeak.

"There is an enclosed toilet room, a galley with a two burner alcohol stove and a sink. For spring and fall cruising heaters are available which fit over the burners of the alcohol stove and circulate warm air. A portable icebox could be stowed under one of the berths.

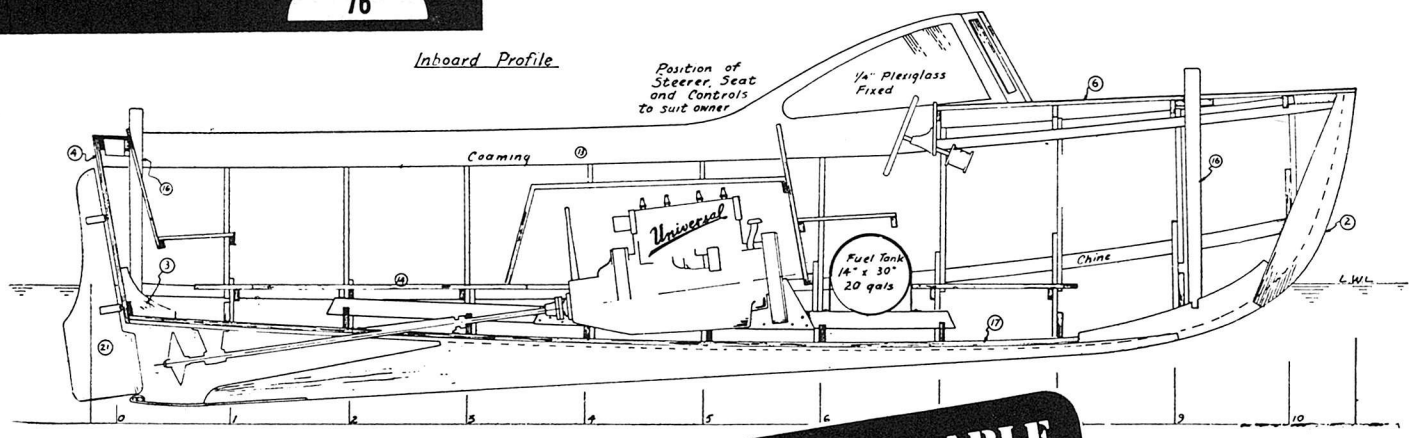
"The deckhouse is enclosed, providing the helmsman with screened-in protection from the inevitable greenheads and flies which detract from so much of the summer's boating pleasure. Headroom in the cabin is 5 feet 1 inch, in the deckhouse 6 feet 1 inch. The cockpit is provided with two seats. The seat aft has a swinging back to permit facing forward when cruising and aft when fishing.

"The lines are of the round bilge Sea Skiff type. In order to absorb 105 horsepower the after sections have been kept rather full. The bilges are perhaps a bit harder than average to overcome the tender feeling so many small round bilge boats have."



PLANS AVAILABLE
Write Universal Motor Company

Courtesy ***RUDDER MAGAZINE***



PLANS AVAILABLE
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Utility Runabout

Designed by Richard R. Taubler

Motor, Universal

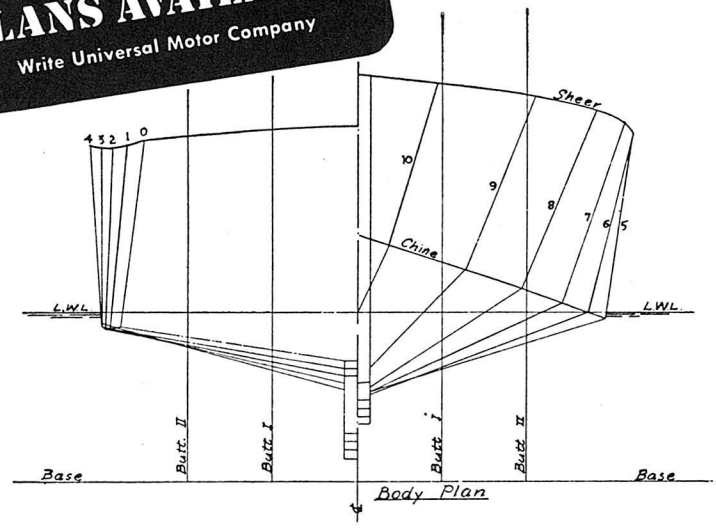
THE design shown on this page is one that was recently completed by Richard Taubler of Cleveland, Ohio. She is an eighteen-foot utility boat with a small inboard motor.

Actual length over all is eighteen feet, four inches and beam is six feet, six inches. Draft is one foot, nine and a half inches and the load displacement is 2,641 pounds.

The designer says that the frame work is of white oak and it is possible to plank her with half inch marine plywood but that he personally would prefer conventional carvel planking.

At the top of the page will be seen the inboard profile drawing which shows the Universal motor in place. The gasoline tank is under the steersman's seat and it will be noted that while there is a strut used to support the after end of the shaft, just ahead of the propeller, that there is also ample deadwood below this for protection of the wheel. A shoe is carried out from the aft end of the deadwood to act as a support for the bottom of the outboard rudder.

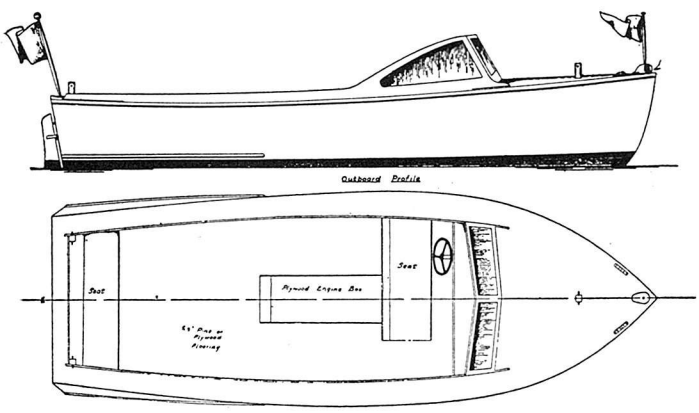
This wooden outboard rudder is connected by cable running over sheaves to the drum type auto steerer forward, but the designer says that the steering position may be almost anywhere at the option of the builder. From the plans it appears that the windshield and side shields are fixed and the specifications call for Plexiglas here. There is a good sized bitt up through the forward deck and two aft which would come in mighty handy for a towing job.



The body plan, at the right top, shows a conventional vee-bottom design with flaring sides forward and with a small amount of tumble home aft. The steepness of the forward sections below the chine should make her a little easier to plank and at the same time would tend to cut down on any pounding that might be encountered in a short, sharp sea. There is ample deadrise even in the after sections, a point that would tend to make her behave extremely well under adverse conditions.

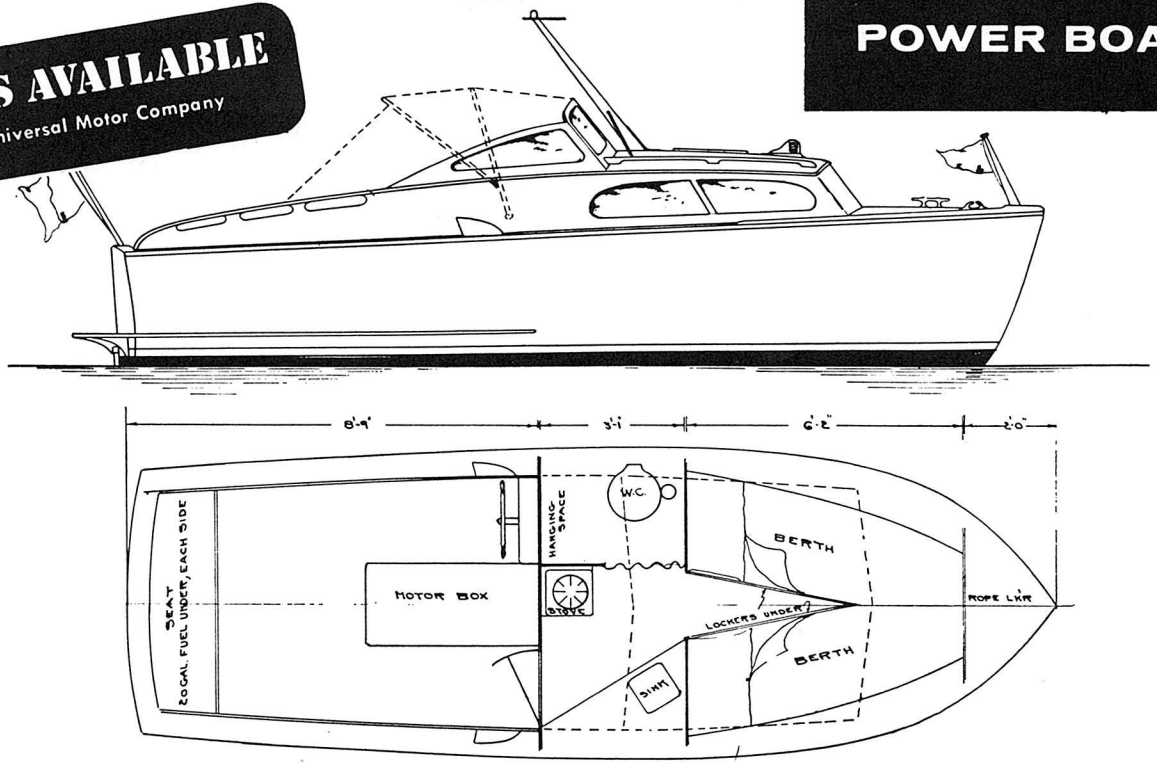
In the profile and plan views at the bottom of the page we see the completed boat with a seat forward for the steersman and one other person. There is a passage on the starboard side which does away with having to climb over the seat back when it is necessary to go aft. The motor box is, of course, removable if necessary and there is a full width seat just ahead of the after deck.

A boat such as this has a great many purposes and uses. She would make a splendid little boat for fishing for "stripers" or for bone fish in the Keys. She would also make an excellent club launch and, of course, would shine as an all around utility boat at some summer camp or bungalow.



Courtesy BOATS MAGAZINE

PLANS AVAILABLE
Write Universal Motor Company



A Small Plywood Cruiser Designed by Edwin Monk

DIMENSIONS: *20 ft. Length Over All; 7 ft. 4 in. Beam*
POWER: *to 65 hp.*
SPEED ESTIMATED: *20 mph.*

WELL-DESIGNED plywood power boats are rare, so this small cruiser by Edwin Monk should please many readers who are interested in building in this medium.

The profile and arrangements show a 20 ft. sports cruiser adopted from a design published in BOATS some time ago by the same designer. Her beam is 7 ft. 4 in.

Simplicity of arrangement is necessary, but all essentials for cruising have been included. In construction, it utilizes a sheathing of ⅜ in. plywood, and it is longitudinally framed, there being only 4 transverse frames. This is a strong method of framing and when combined with the stiffness of plywood should prove quite satisfactory.

It is designed for the smaller, compact inboard power plants now popular, ranging up to 65 hp. Universal Unimite Four.

A Modern One Lunger, 16 ft.

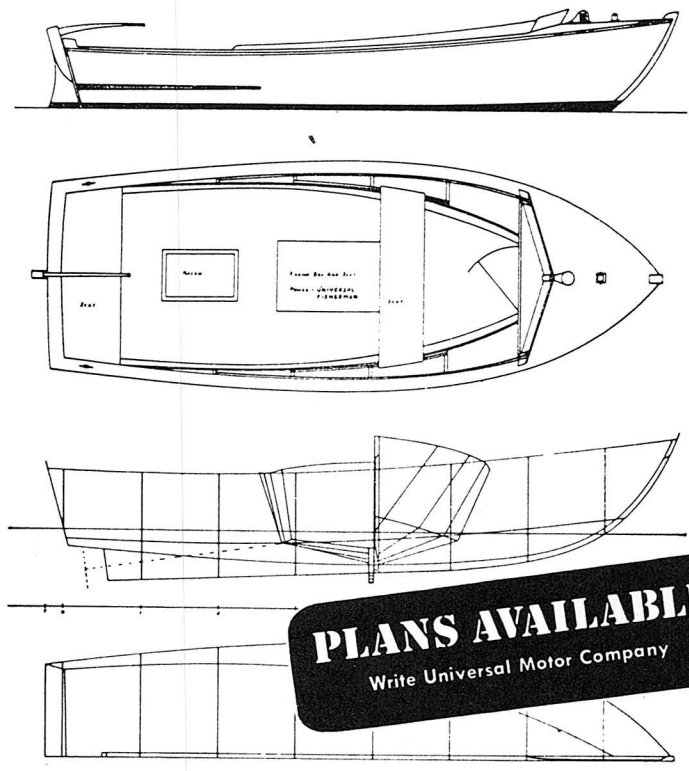
Designed by M. J. BRIGGS, SSCD, *Cranston, R.I.*

DIMENSIONS: L.O.A. *16 ft. 3 in.*, L.W.L. *14 ft.*, BEAM, EXTREME *6 ft.*, BEAM, W.L. *5 ft.*, DRAFT, *20 in.* POWER: *Universal Fisherman, 8 hp.* ESTIMATED SPEED: *8 mph.*

THIS MIGHT BE CALLED a boat built around a motor; in this case a reliable one-cylinder 8 hp Universal Fisherman which should propel her at the reasonable speed of 8 mph. Additional power would be wasted, since the v bottom extends all the way aft, making her a seaworthy and burdensome craft, but not a speedster. Her economy of operation should offer her owner at least 16 miles to the gallon at full speed and a consequent long operating range.

The hull itself could hardly be simpler, as befits a utility boat. With her clean, straight lines, she should be an attractive model for the home boat builder. The arrangement plan shows a short deck with locker space under it for line and mooring tackle, with perhaps a battery for the starting motor and running lights. Two seats are provided for, since no more than four should be carried in so small a boat.

For fishing, towing, as a yard boat, a ferry to a summer camp or any rugged work, this little skiff should fill the bill efficiently. But, as we mentioned before, she is not a speed boat. Nor is she a hull on which a cabin or other high structure should be built. A spray hood might be added, if local conditions warrant, but this can be of the simplest kind.



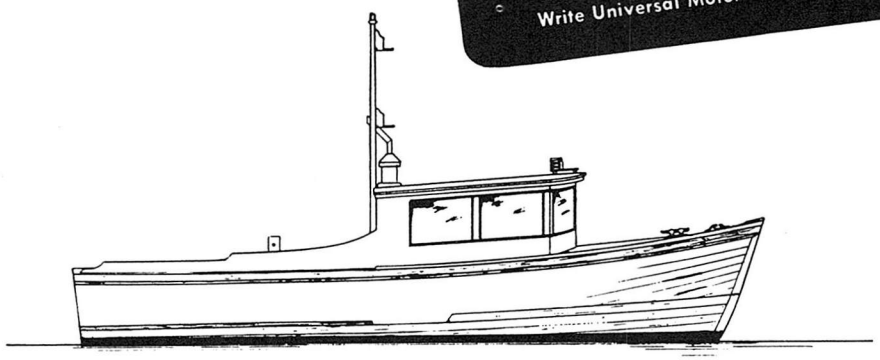
PLANS AVAILABLE
Write Universal Motor Company

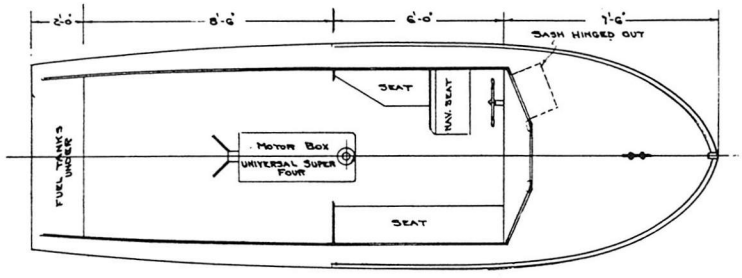
WITH HER 3 in. oak keel and ¾ in. batten-seam cedar planking, this rugged utility should be easy to build.

Courtesy BOATS MAGAZINE

PLANS AVAILABLE
Write Universal Motor Company

A Monk 24-Foot Utility Work Boat





THIS plan shows a general utility work boat for the logging and tidewater areas of the Puget Sound country. Several have been built from this design by Edwin Monk, Seattle Naval Architect.

This work boat is 24 feet long. It can be used for light towing like moving three or four logs about, or pulling boom sticks and floats.

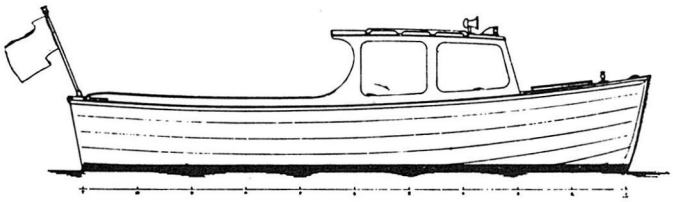
Owners have used it considerably for moving some of their workers from one working location to another and for hauling supplies. It will be noted that the shelter cabin is large enough to accommodate four or five of the personnel or for transporting machine parts and supplies that must be kept out of the weather. There are any number of light uses for this light tug.

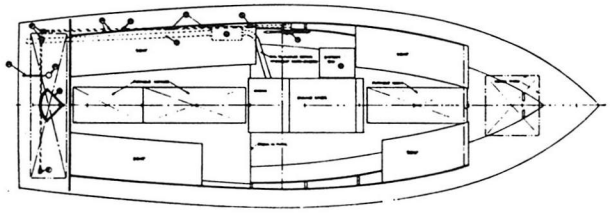
Monk's design is round bottom, sheathed with iron bark in the rub areas. The hull is not designed to be fast but it is double-ender at the waterline making it very seaworthy.

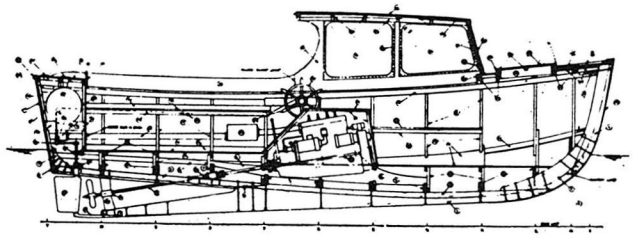
Power is a Universal Super Four, 40-hp marine gasoline engine.

Courtesy **PACIFIC WORK BOAT**

PLANS AVAILABLE
Write Universal Motor Company







A STURDY little 16 footer, with a top speed of 14 mph. this fisherman-utility with its shelter from the wind is all boat.

A 16 ft. V-Bottom Launch

Designed by ROBERT L. MCMURRAY, *575 Peralta Ave., San Francisco 10, Calif.*

DIMENSIONS: L.O.A.: *16 ft.* BEAM: *5 ft. 8 in.* DRAFT: *1 ft. 10 in.* POWER: *Universal Utility Four, 25 hp.* SPEED: *12 ft. 14 mph.*

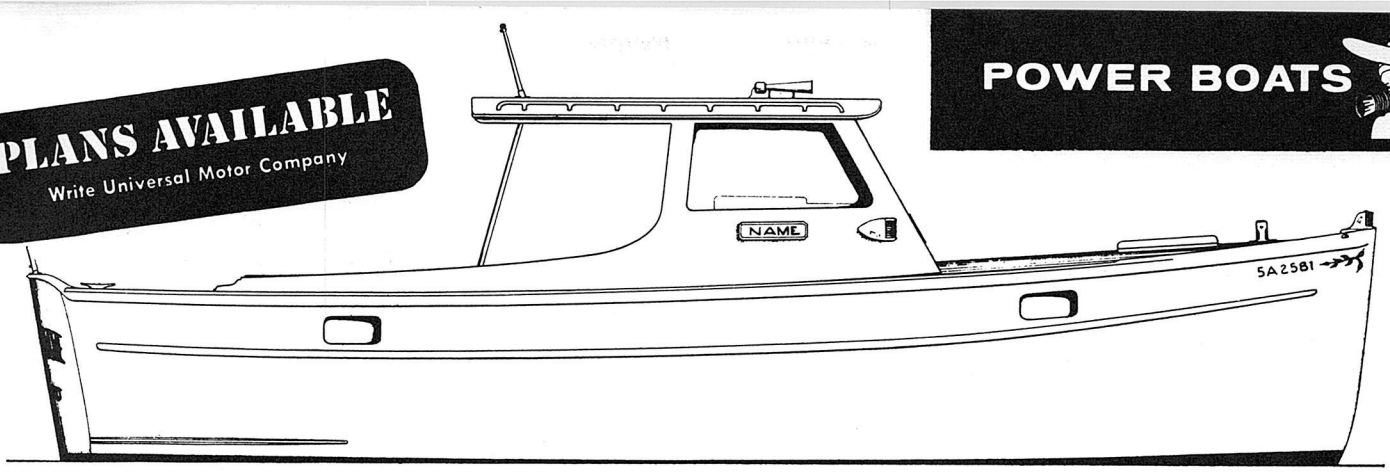
OF EITHER SEAM BATTEN or lap strake construction, this chunky little utility was designed for open water use. The shelter cabin may seem a large order for so small a boat, but on San Francisco Bay, where this craft is to be used, all the fishermen demand it since the wind blows strongly, even in the summertime, and shelters are needed on boats as small as 12 ft. overall.

Quite complete construction plans are available for amateur or professional builders, showing ½ in. planking over sawn frames. There are no provisions for bunks, since this is a day boat, but a couple of hardy fellows might stretch out fore and aft under canvas shelter in the cockpit.

The ample skeg should protect the propeller and rudder when maneuvering in shallow water or about rocks and also help to keep the little hooker on course in choppy water or in a following sea. With her 14 mph top speed, she should be able to get in out of any blow she cannot weather offshore.

Courtesy BOATS MAGAZINE

PLANS AVAILABLE
Write Universal Motor Company



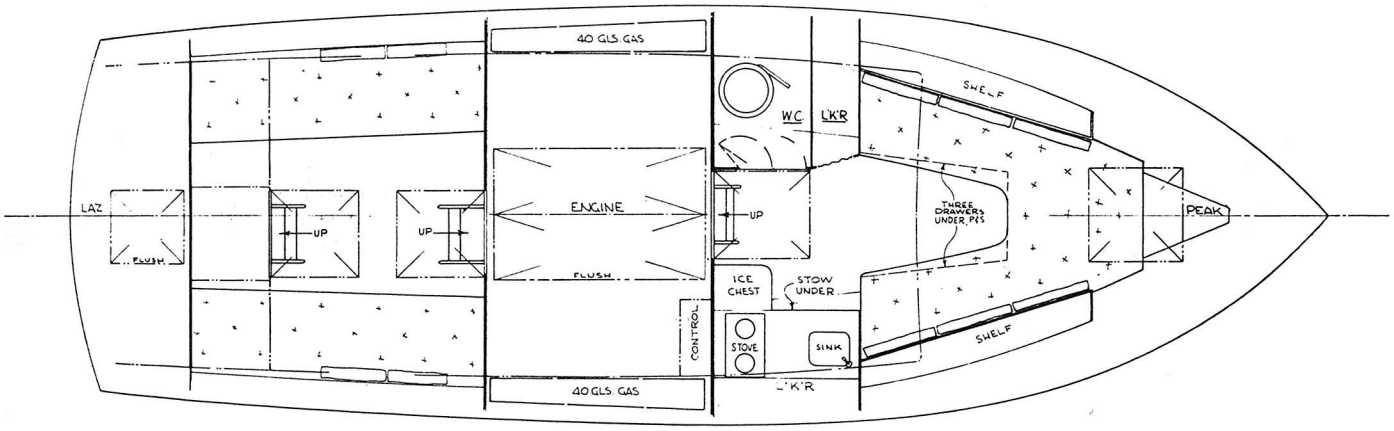
Double Cabin Cruiser

29' x 27' 6" x 9' 7" x 2' 6½"

W. R. NIELSEN, Jr., designed this raised deck two cabin cruiser. She will sleep four people comfortably and in privacy.

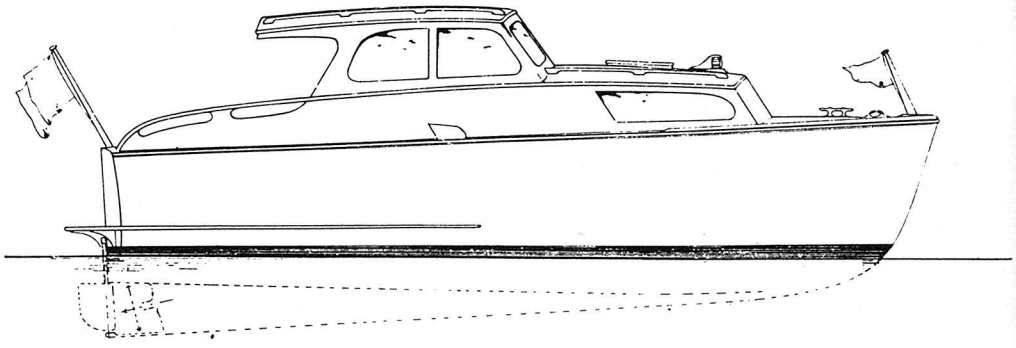
The boat displaces 9,000 pounds and is powered by a Universal Master Six of 105 horsepower driving through 1½ to 1 reduction gear. Her most economical cruising speed will be 10 knots and the available tankage will give her a range of 130 miles. This can be increased if required.

Construction calls for 1¼ inch cedar planking, 1½ inch oak frames on 12 inch centers. The designer has made the plans available.



PLANS AVAILABLE
Write Universal Motor Company

Plywood Cruiser

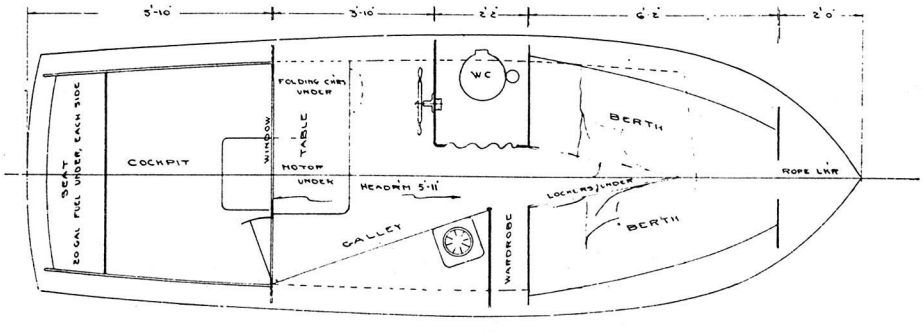


EDWIN MONK of Seattle, Wash., has designed this 20 foot plywood cruiser, a 1953 version of a plan produced last year and from which 23 boats have been built or are under construction, all by amateurs. The first of the new model is now being built by Earle A. Morrison, Victoria, B. C.

The boat is planned for one of the small inboards such as the Universal Atomic and Unimite 4, will provide a top speed of about 18 miles an hour.

The planking is ⅜ inch plywood and the hull is longitudinally framed with only four transverse frames. This construction, according to the designer, seems to lend itself particularly well to the plywood hull and to ease of building.

There is full headroom in the pilot house or main cabin. The transom is fitted with a boarding platform which also protects the rudder.



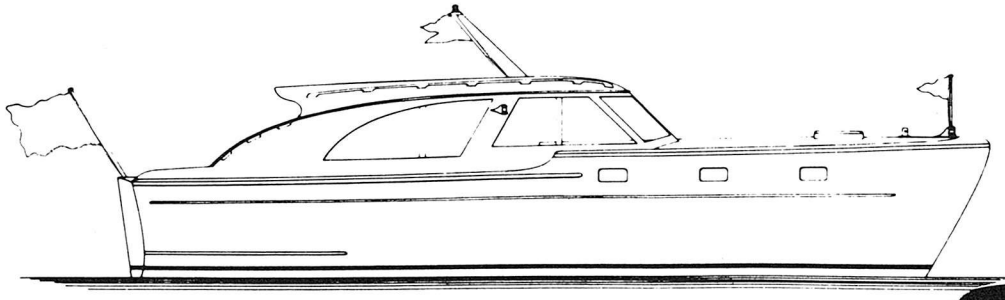
Courtesy RUDDER MAGAZINE

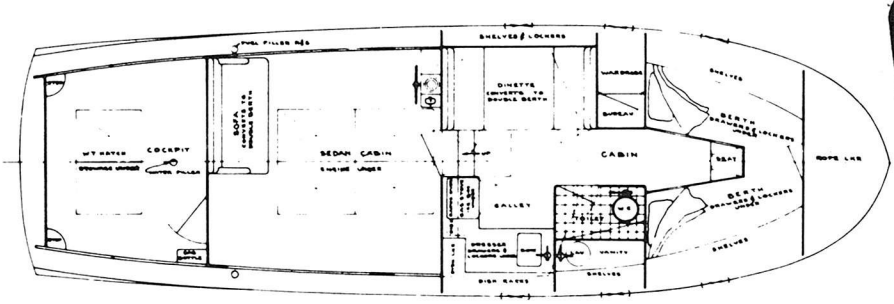
Richards-Designed Roomy 36-Foot Cruiser

Length over-all . . . . . 36' 0"
Length waterline. . . . . 33' 0"
Beam . . . . . 11' 6"
Draft . . . . . 3' 2"
Power. Twin Universal Master Sixes

This cruiser is a good example of the easily driven, round bottom, seagoing hull form developed by the designer during the past 30 years of designing high speed express cruisers. A pair of Universal Master Sixes with 2 to 1 reduction gears is installed to give a cruising speed of 14 miles.

Accommodations are fairly orthodox for this type of cruiser although all features are provided in ample proportions. The construction provides oak framing, Alaska yellow cedar planking, mahogany joinerwork and high grade equipment throughout. A Universal generator is provided for battery charging and lighting. A pressure water system is another feature.



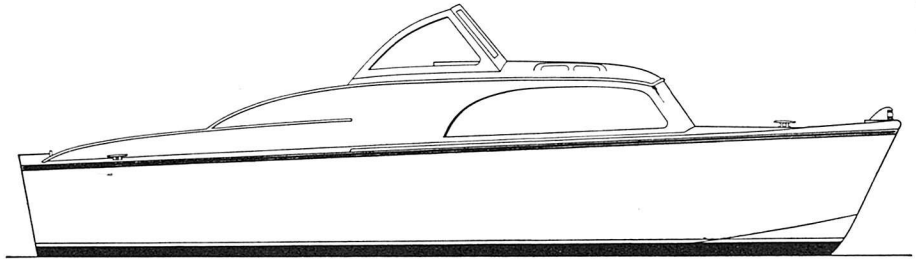


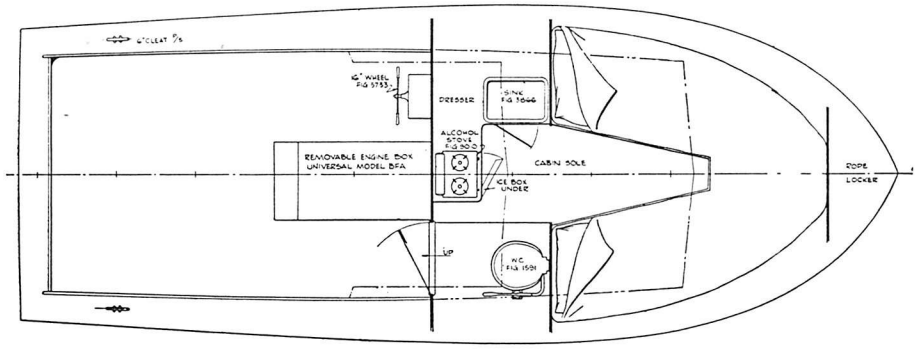
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Write Universal Motor Company

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Plywood Cruiser

20'5" x 18'4" x 7'10" x 1'5"





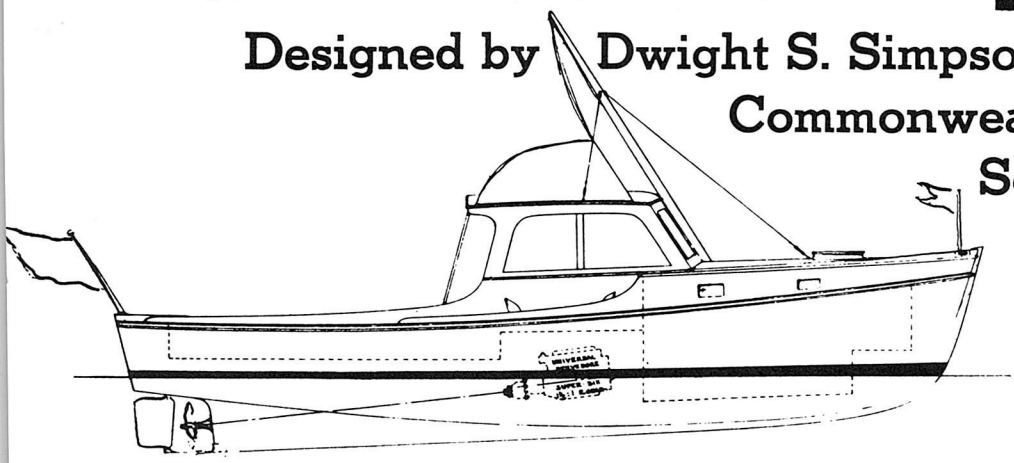
RICHARD R. TAUBLER, 1223 Argonne Rd., Cleveland 21, Ohio, designed this modern inboard cruiser for amateur and professional builders. The hull form was developed to permit the use of sheet plywood for planking. Frames are of sawn oak or mahogany. The stem is of white oak.

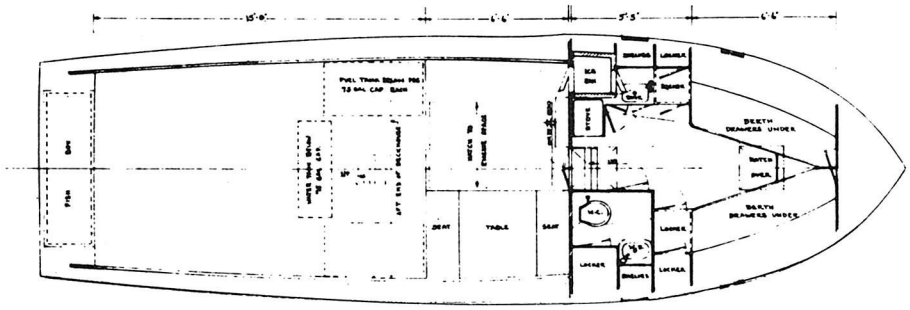
The boat can sleep two persons. There is an alcohol stove, sink, dresser, ice chest and watercloset. The designer reports she will make about 20 miles an hour with a 45 horsepower engine.

Courtesy RUDDER MAGAZINE

Sport Charter Boat 39′ by 12′ 6″

Designed by Dwight S. Simpson and Associates Commonwealth Pier, South Boston, Mass.





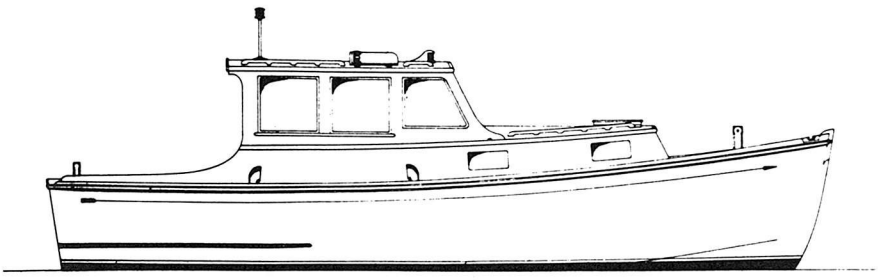
Designed for sport fishing and charter boat purposes and to be built by the owner, this 39-footer combines low freeboard aft for easy gaffing and boating of the fish. The forward raised deck keeps her dry in rough water. Below are comfortable quarters for the crew and sufficient toilet and galley facilities to take care of the paying guests. The shelter house dinette provides a fine lounge without missing the sights and excitement.

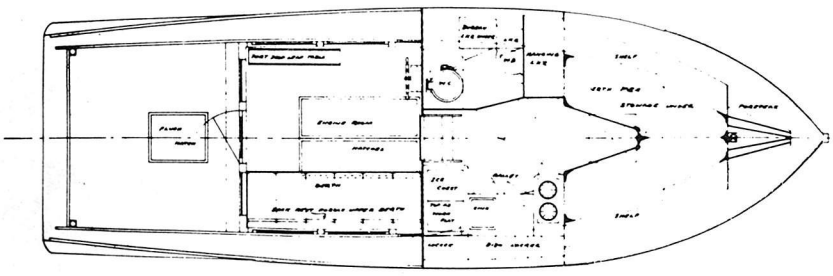
A single Universal Super Six 130 h.p. Stevedore with 1½ to 1 reduction gear is expected to give her a speed of 14 to 15 miles.

A Rugged, Comfortable 30-Foot V-Bottom Cruiser by Kenneth L. Smith

This design was drawn up to obtain a medium-speed V-bottom cruiser which would be able to cruise four people in comfort and privacy and which could be built without excessive cost. The resulting design developed a fairly husky cruiser, 30′ 1¾″ over-all, 28′ on the water, 10′ beam and 3′ draft. The displacement is 12,630 pounds.

The lines show a hull which should be able, with a fine forefoot, to prevent pounding but with enough flare to keep her from burying her bow and to make her dry. The profile shows a plain boat with a bold sheer which will be appealing to the eye of the real boatman. The galley is of ample size and convenient to the deckhouse where meals will be served. The locker space and stowage space should meet all requirements. The cockpit is of generous size for fishing and out-of-doors living.

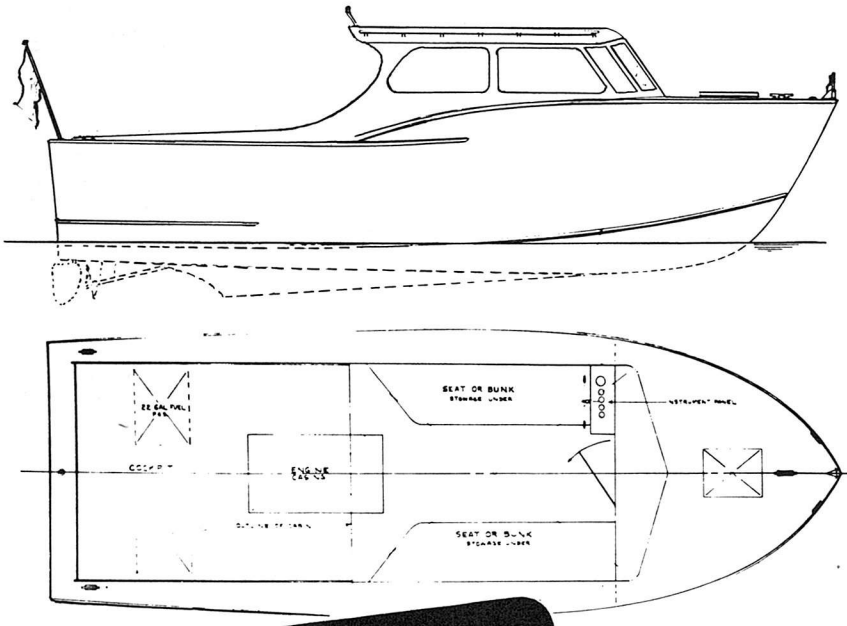




She is to be powered by a Universal Explorer-Six, rated at 95 HP, 3200 rpm and fitted with a 2.04 to 1 reduction gear. It is expected that she will cruise at 12 miles an hour at three-quarter throttle. The tanks will carry 120 gallons of gasoline and 60 gallons of fresh water.

PLANS AVAILABLE
Write Universal Motor Company

23- Foot Sedan Type Cruiser by Hall



PLANS AVAILABLE
Write Universal Motor Company

LOA 23 ft.
BEAM 7 ft. 11 in
DRAFT 1 ft. 10 in.
POWER 145 HP Universal Super Six
SPEED 30 MPH

This boat was designed by William H. Hall, Jr., of Washington, D. C., for Dr. C. A. Link, Jr., also of Washington, D. C.

In the doctor's own words—"I want a boat with enough cockpit so that five or six people can fish without rubbing shoulders; with a shelter so I can stay overnight if I want, a boat slow enough to troll and fast enough to pull two water-skiers."

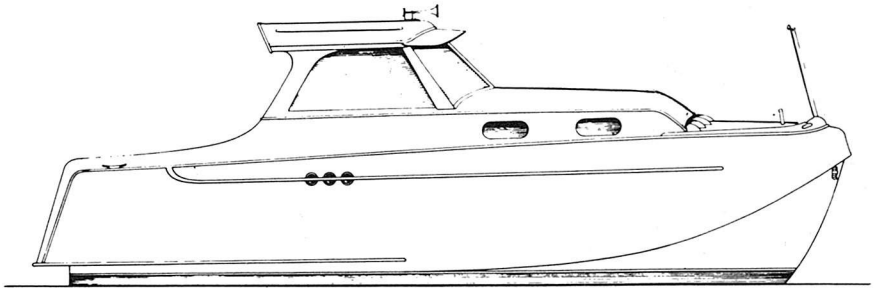
The boat was designed for the use of plywood and is planked entirely of 5 ply fir plywood over oak framing, keel, chines, clamps, etc.

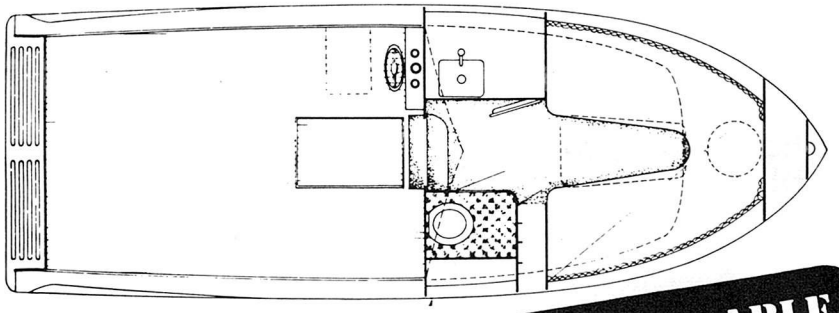
The Maine C. M. B. By Lindsay Lord, D. Sc. in N. A.

This 22-footer by Dr. Lindsay Lord of Falmouth Foreside, Maine, is something new in construction simplicity. Bakelite resins and glasscloth cover both sides of a rough and light soft wood form. The bilge is entirely filled with Syntactic foam which not only forms tanks and makes the boat non-sinkable, but also renders the bottom impregnable against damage.

This construction is free from maintenance and is so light that the Universal 65 h.p. "Unimite" below a flush hatch delivers 15 knots (17 MPH). Lord type rubber mounts and careful design of all details make this boat "sailboat-quiet" even at planing speeds.

She has 6-foot cabin headroom, all-weather ventilation and smart appointments as would be expected from this designer who developed her for his personal use.





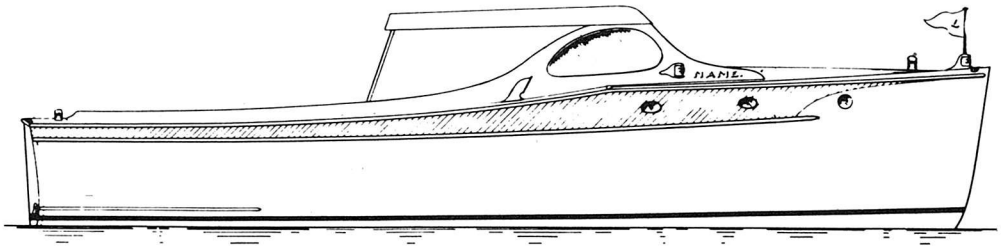
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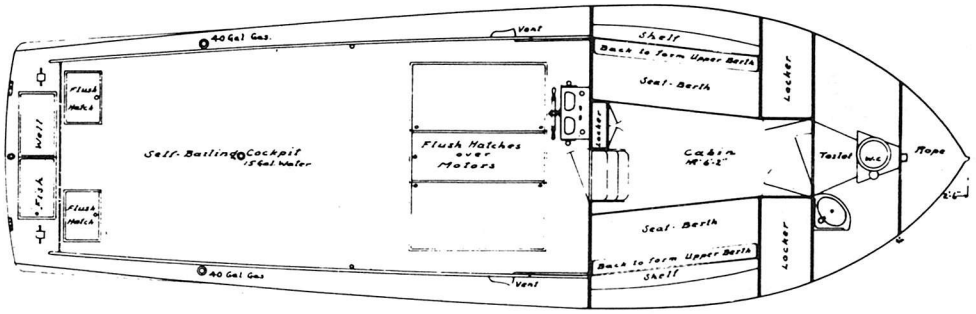
Ocean Fishing Boat by Haggas

This 36 footer, design No. 858 by E. Lockwood Haggas of Atlantic City, N.J., has proved an ideal outfit for ocean fishing.

The cockpit provides ample space for four chairs and the cabin with 6' 2" headroom, has four berths and separate toilet.

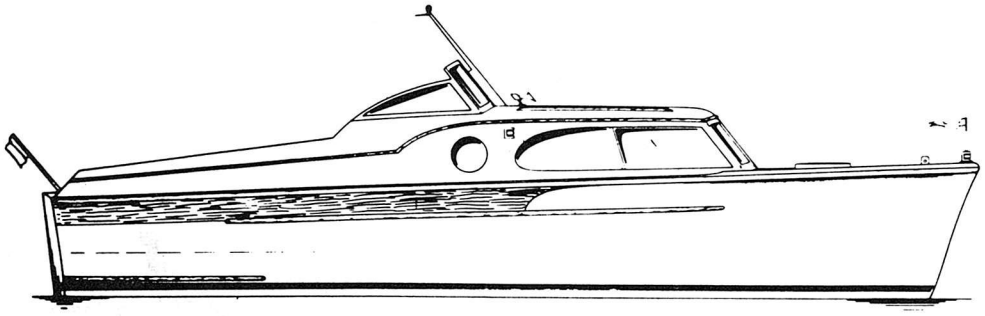
The speed with the 95 h.p. Universal Explorer Six, 20 miles. Length, 36'; beam, 11' 7"; draft, 2' 6". Round bottom.

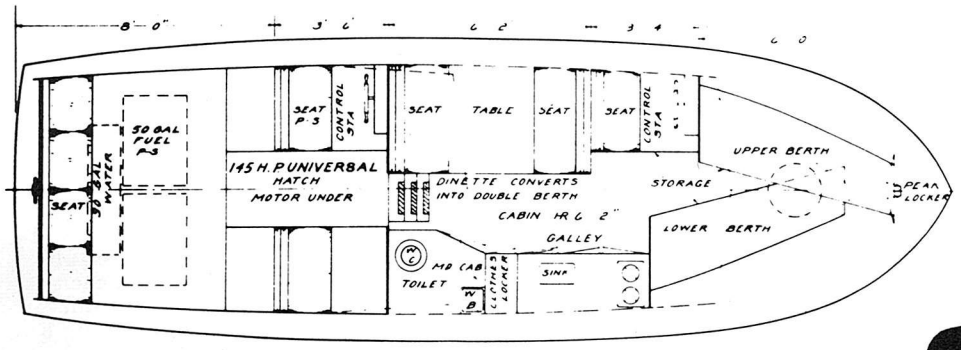




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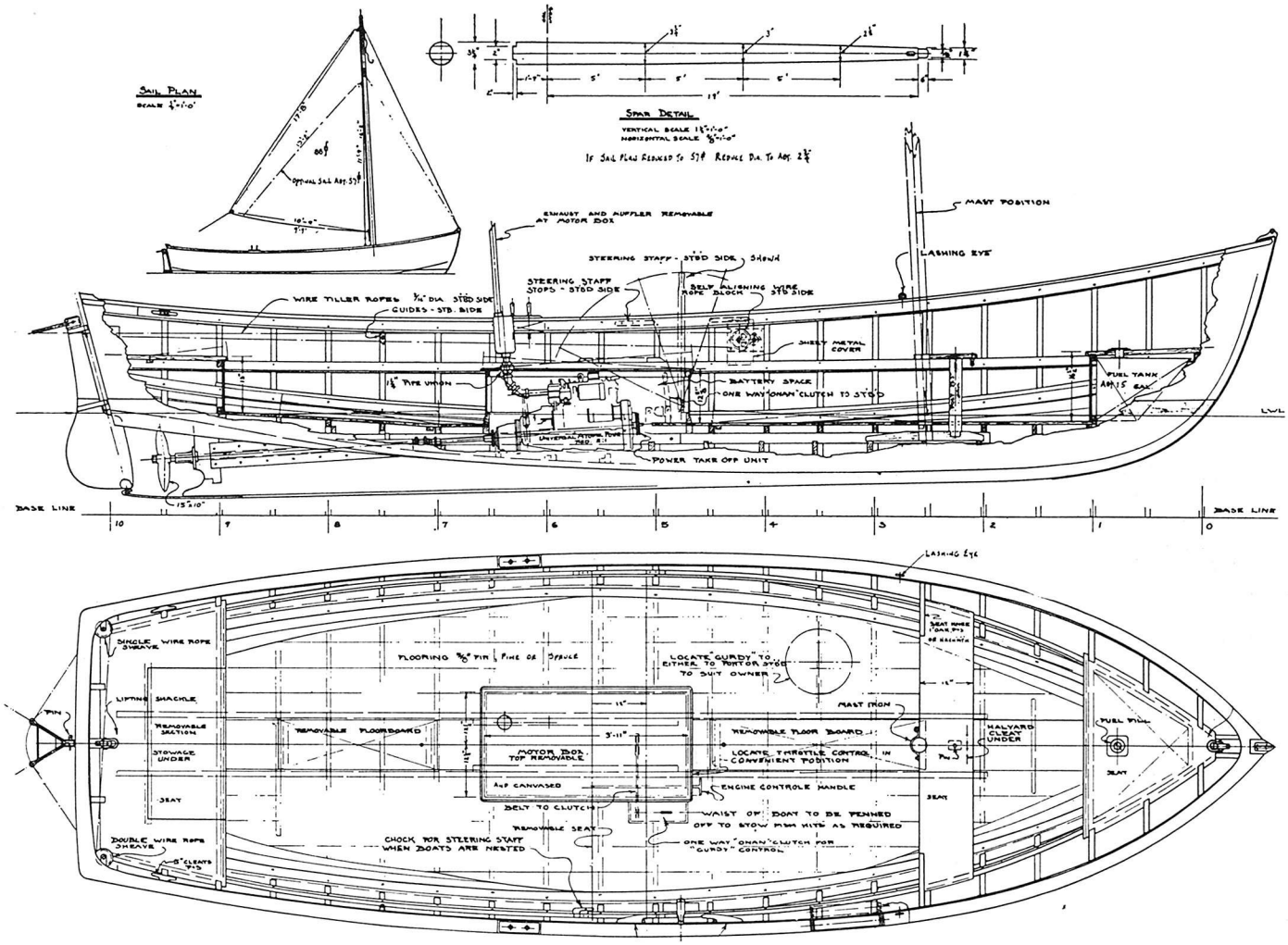
New 29' Sedan Cruiser by Horst





The accompanying profile and arrangement plan of a V-bottom flying bridge sedan cruiser was designed by Claude W. Horst of Seattle, Washington. She has an over-all length of 29' 0" and a beam of 9' 6". The hull is planked using batten seam construction. Both hull and cabin are made of African mahogany. Spacious cruising accommodations are provided for four persons. A 145 H.P. Universal Super Six marine motor with a 1½ to 1 reduction gear is recommended for power.

PLANS AVAILABLE
Write Universal Motor Company



Inboard profile and arrangement plan of 23′ power boat designed by Eldredge-McInnis, Inc. for use with salt banker.

Power Boats Being Tested On Canadian Salt Banker

A new type power boat for use in place of dories on Atlantic Coast salt fish bankers is being tested on the *Jean and Francis*, owned by Ritcey Bros. of Riverport, Nova Scotia. On loan to the Fisheries Research Board, the vessel has been operating with an experimental fleet of four power boats.

Two of these power boats were designed and built by Harley Cox & Sons of Shelburne, N. S. They have an overall length of 24′, beam of 7′ 10″ and draft of 33″.

Designs for the other two power boats, shown above, were prepared by Eldredge-McInnis, Inc. of Boston, and the boats were built by Smith & Rhuland of Lunenburg, N. S. Construction is unique in that the hull form is more or less a developed shape with ⅝″ plywood bottom and ½″ topsides, closely framed in order to provide a tight, rigid hull that can be readily hoisted on deck.

The McInnis model has an overall length of 23′ 2″, beam of 7′ 6¾″ and light draft of 22″. Power for one boat is Universal Atomic Four with 2:1 reduction gear, turning a 15 x 10 propeller, while the other has a Universal Utility Four. Hoisting weight of the power boat is approximately 3400 lbs.

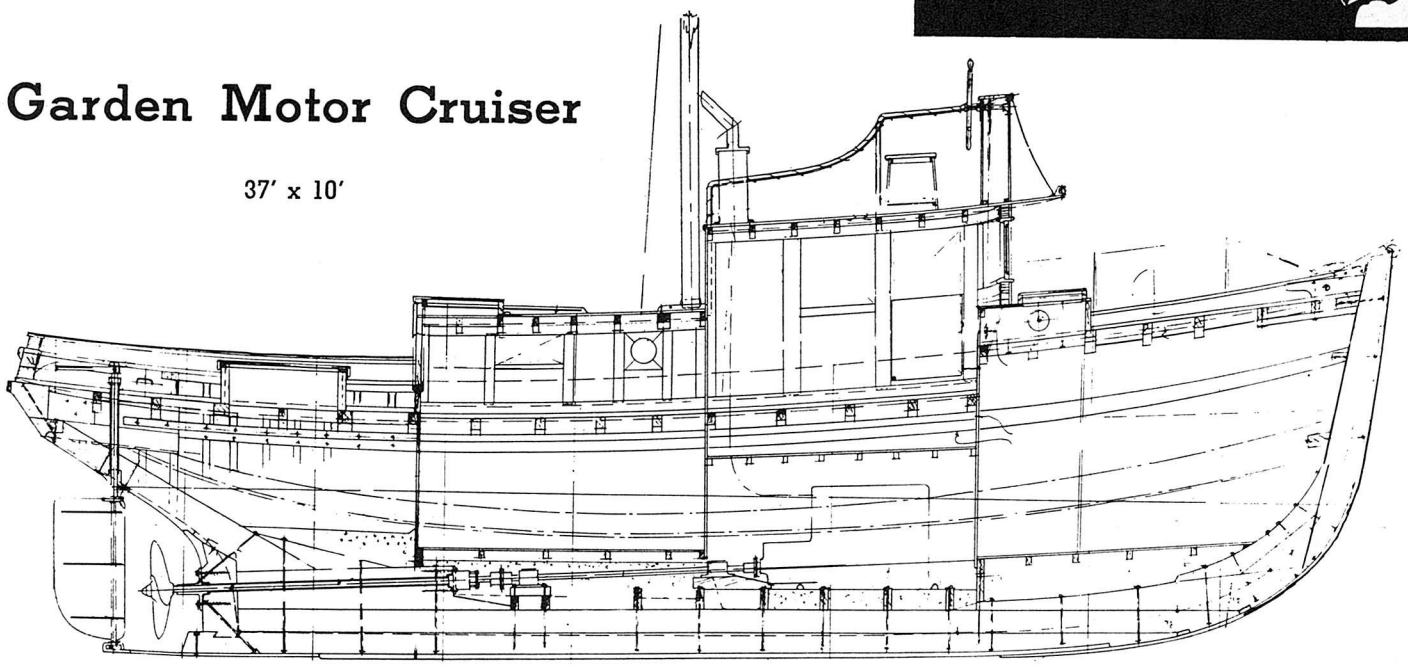
The new power boats are said to have proven very satisfactory, and are expected to revive interest in long lining with salt bankers. Four of the new boats will do the work of 16 dories, and with 2 men in each boat, the bankers' crew can be cut in half, still leaving 8 men on board for splitting fish.

With a power boat, the fishermen can handle five tubs of trawl at a set, or 15 tubs a day. The boat's fish capacity is about 3500 lbs. as contrasted with 800 lbs. for a dory, and the return trip to the banker can be made at a 5 to 8 knot speed. At this rate of fishing, the banker's former 3 to 4 week trip could be shortened to one week.

Courtesy NATIONAL FISHERMAN

Garden Motor Cruiser

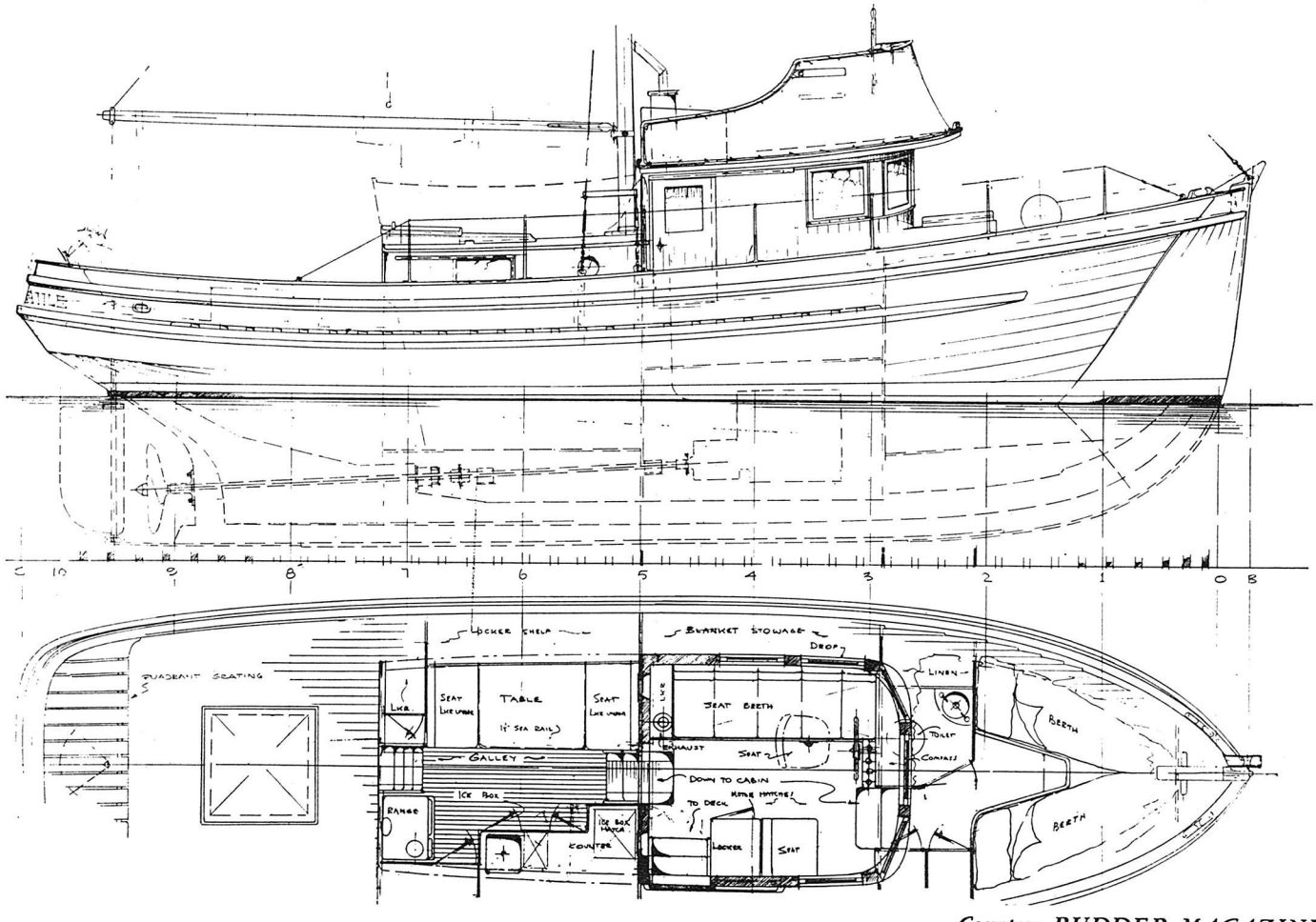
37′ x 10′



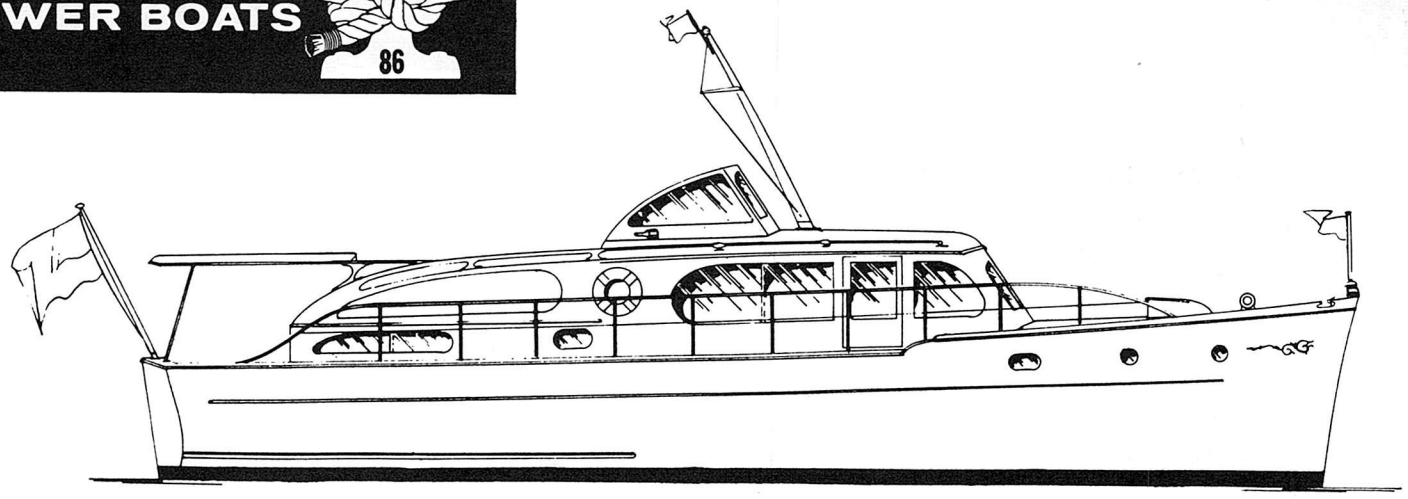
THIS heavy duty motor cruiser was designed for E. J. Kraus for use on the West Coast by William Garden, 2620 Commodore Way, Seattle 99, Wash. She is modeled after a standard trolling boat hull, with the main alteration being in deckhouse and general arrangement.

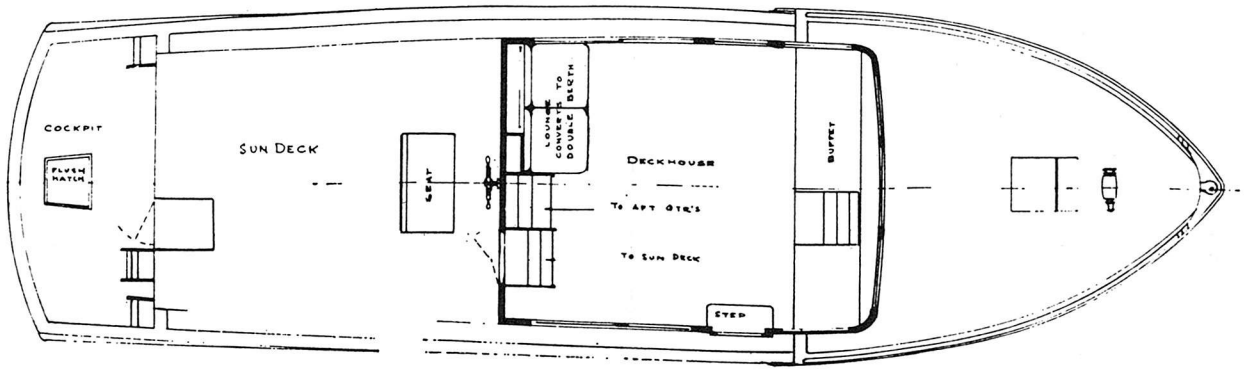
Accommodations are worked up for two berths in the forward cabin, with a separate toilet room and hanging lockers. The pilot house has one seat berth, a steering seat, an observer's seat and a locker sideboard aft. A side sliding door leads out on deck and a center line door leads down to the after cabin which has the galley, dinette and lockers. Aft of station 7 is a roomy hold for general stowage, a feature that a lot of motor cruisers would like to have.

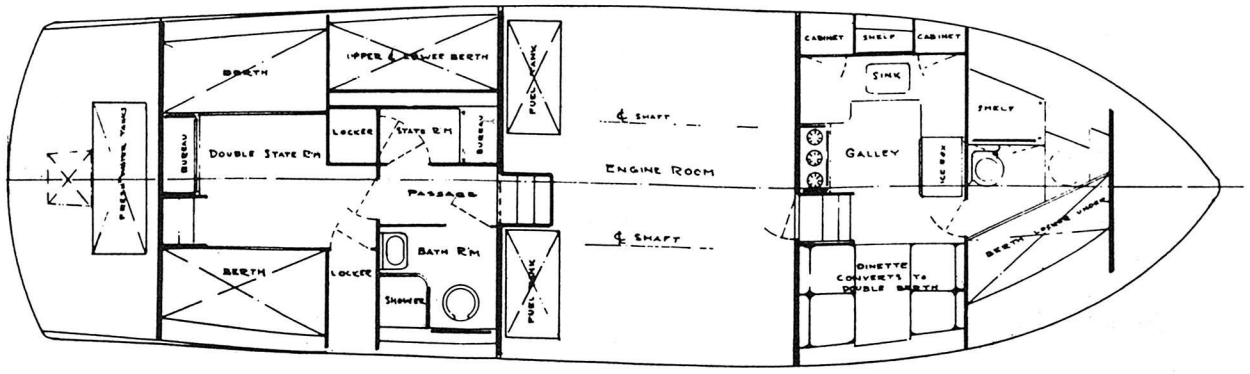
The construction plan shows the scantlings and details of fastening quite clearly. The boat is very heavily built for Alaskan service and should give years of dependable use. Planking is 1⅜" Alaska cedar, decks are fir, framing is white oak, and general deck framing is Alaska cedar. Service speed is 8 knots with a 260 cubic inch gasoline engine fitted with 3 to 1 or 3.5 to 1 reduction gear.



Courtesy RUDDER MAGAZINE







Cruiser by Grebe

47′ x 13′10″ x 3′2″

THIS trim cruiser was designed by Henry C. Grebe and Co., Inc., 3250 North Washtenaw Ave., Chicago, Ill. Available with either gasoline or diesel engines, the boat is to have mahogany superstructure, teak decks, oak keel and frames. The designer reports that she has a stock hull and consequently building costs have been substantially reduced. This 47 footer has two double staterooms aft with bathroom and shower, a completely equipped galley including a dinette which is convertible to a double berth. There is a pipe berth forward for one crew member. Other layouts are optional.

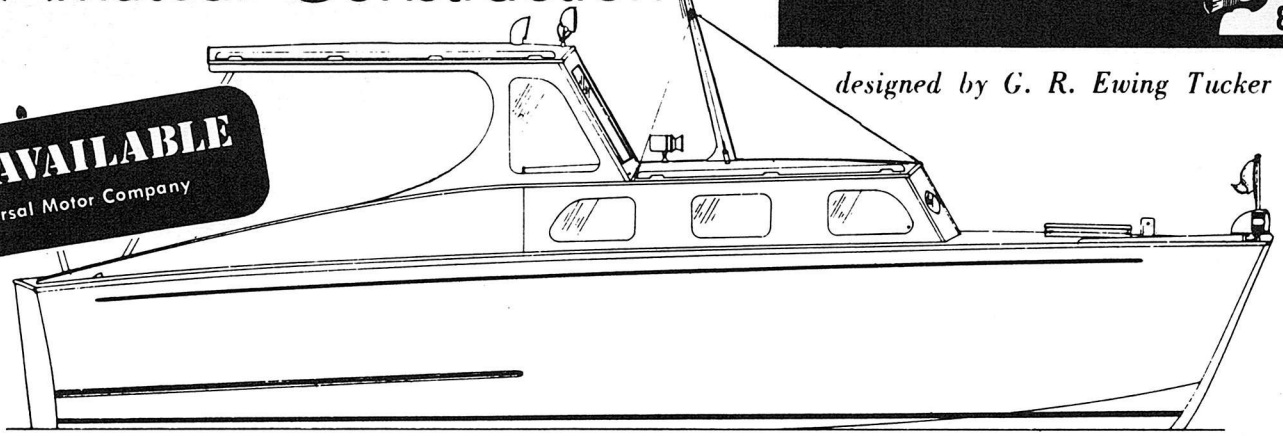
The deckhouse has a convertible sofa which sleeps two persons, a buffet and a sliding door to the main deck. From the main deck there is access to the owner's quarters, the flying bridge and galley.

Courtesy RUDDER MAGAZINE

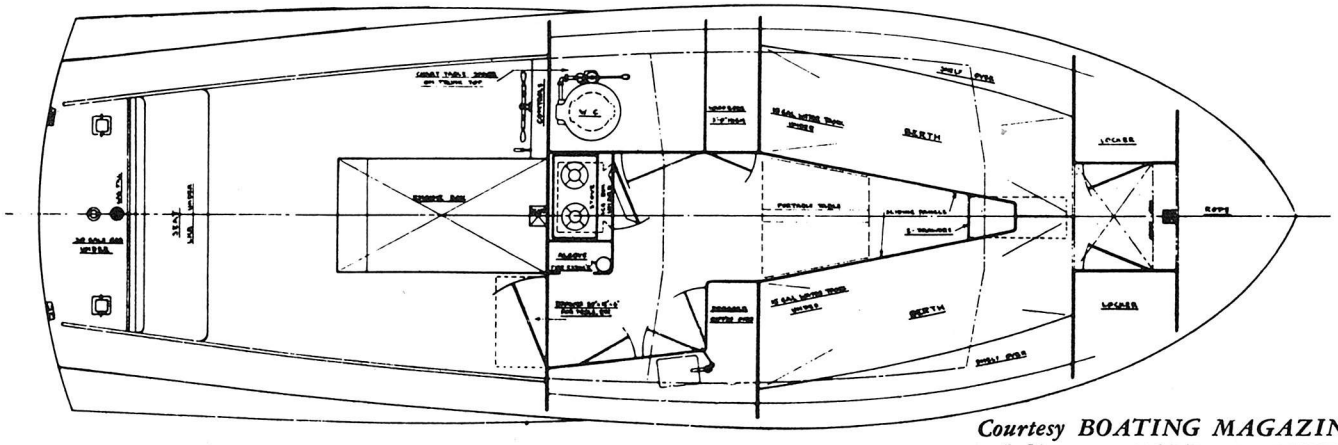
For Amateur Construction

PLANS AVAILABLE
Write Universal Motor Company

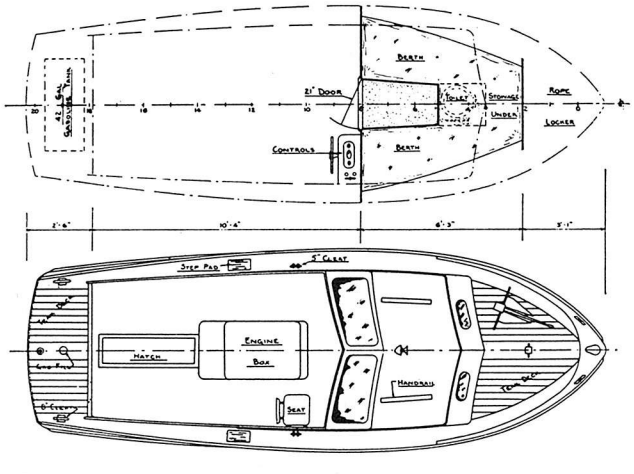
designed by G. R. Ewing Tucker

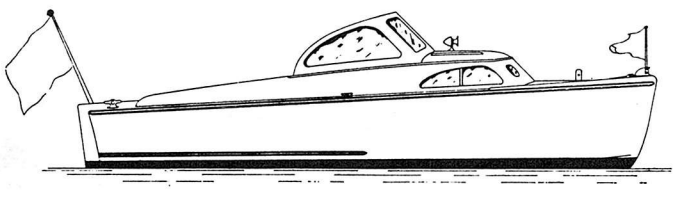


This cruiser is 24 feet in length and is a vee bottom boat of conventional construction with sleeping arrangements for two in the cabin, with two more accommodated in the cockpit if desired. Suggested power is 50 to 100 hp. giving speeds of about 15 to 19 m.p.h. Construction of this boat has been kept simple throughout.



Courtesy BOATING MAGAZINE





THIS 22 ft. day cruiser or sport fisherman is capable of speeds from 21 to 32 mph, depending on the power used.

PLANS AVAILABLE
Write Universal Motor Company

Fast Day Cruiser, 22 ft.

Designed by A. V. MENSCHIK, *Westhampton Beach, N.Y. Built by* SOUTHAMPTON SHIPYARDS, INC., *East Quogue, N.Y.*

DIMENSIONS: L.O.A. *22 ft. 2 in.*, L.W.L. *20 ft. 10 in.* BEAM *7 ft. 6 in.*, DRAFT *2 ft. 2 in.* POWER: *95 to 155 hp marine engine.* MAXIMUM SPEEDS: *From 21 to 32 mph.* CRUISING RANGE: *With 95 hp engine: 160 statute miles.*

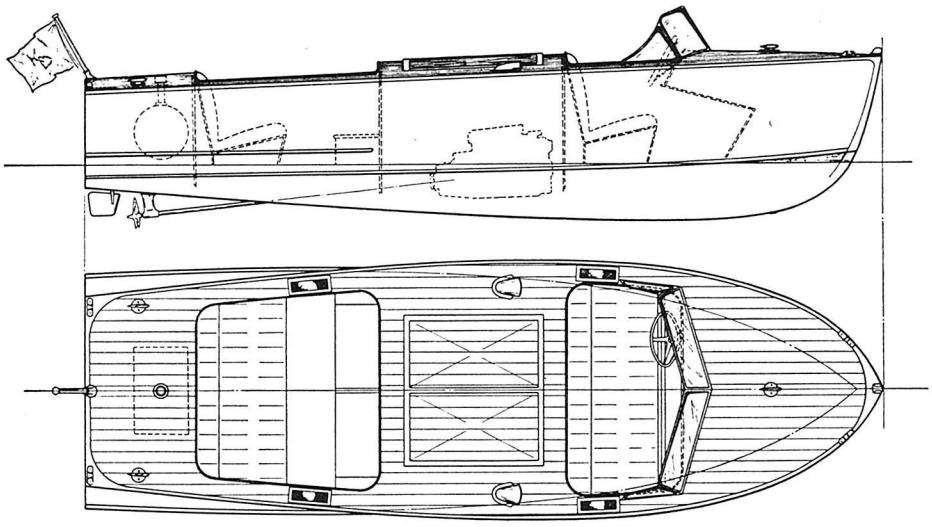
HERE IS a boat that can be ordered ready made or built by a home boat builder who has the skill to put her together. Her concave V bottom and flare forward promises speed without spray when under full power and her big cockpit invites either loungers or sport fishermen. The small cabin is airy and well lighted, but with strictly day cruising conveniences. Bunks and a head provide necessary comfort for her passengers.

The construction of this speedy little craft is heavy. Starting with her 3 in. keel and stem assembly of white oak, she is double planked with white cedar to a total thickness of 7/8 in. and this is fastened with bronze screws to 1 1/8 in. by 2 in. oak frames. The trunk cabin and ample windshield are of Mexican mahogany, finished bright.

In the cabin there are two full length berths and a w.c. The headroom is 4 ft. 10 in. For the cockpit, there is a folding canvas top with side curtains available as an extra, not shown on the plans printed here.

Courtesy BOATS MAGAZINE

PLANS AVAILABLE
Write Universal Motor Company



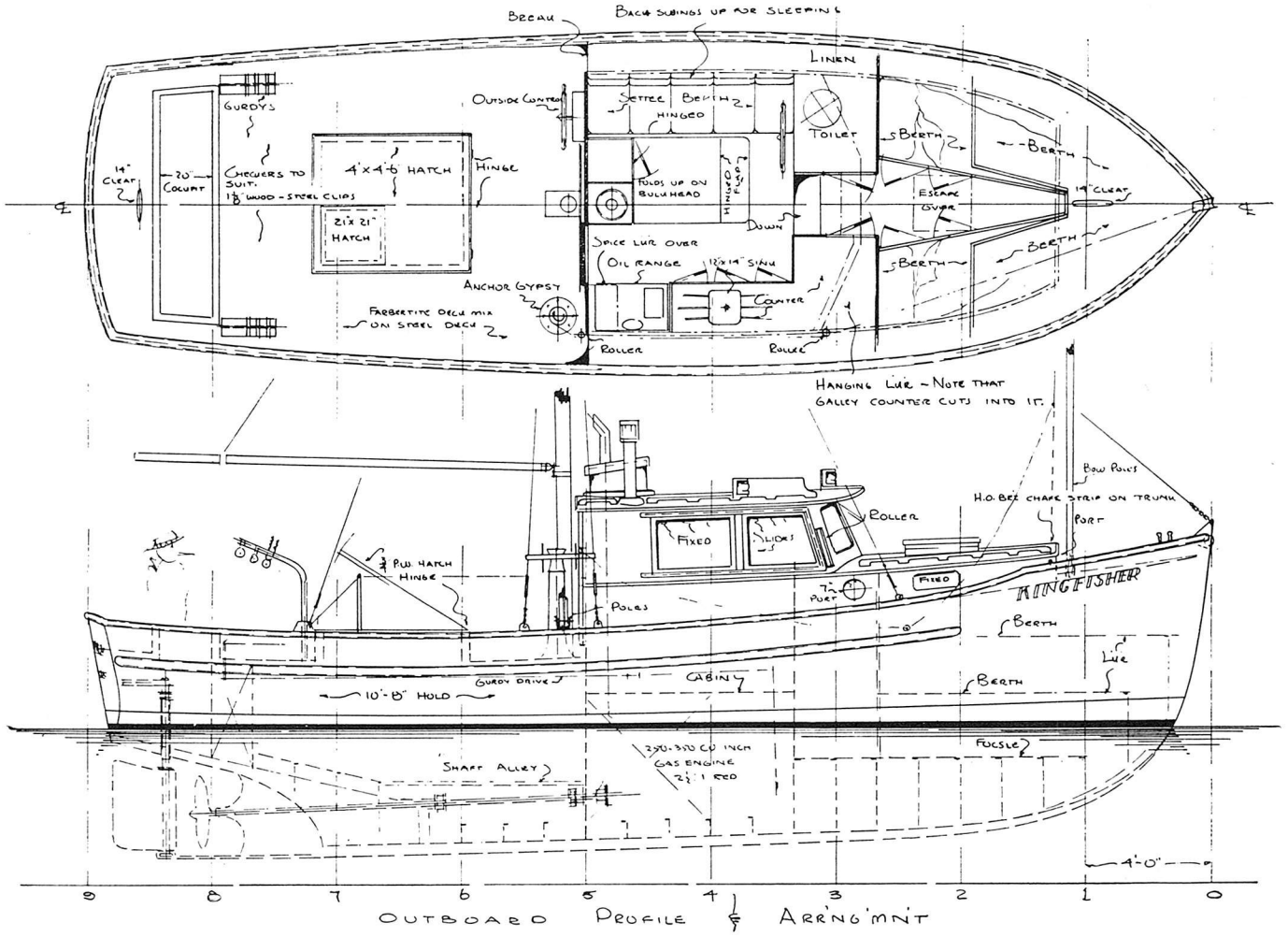
Fast Runabout

18'6" x 6'

THE modern runabout here shown was designed by Ken Downer of East Cowes, Isle of Wight, England. It was the object of the designer to produce a hull which would prove economical and simple to build and at the same time possess the advantage of being easily driven.

There is room for six persons in two cockpits. At the forward end of the after cockpit there is a seat locker for loose gear which seats three extra persons, but this may be dispensed with if desired.

Courtesy RUDDER MAGAZINE

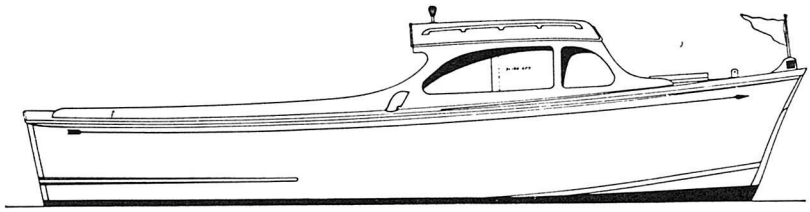


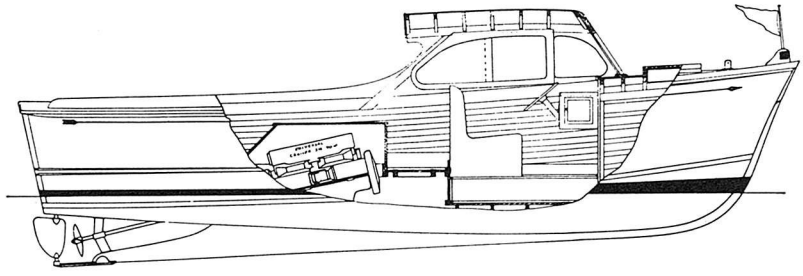
This trolling boat was designed by William Garden for Mr. and Mrs. R. T. Palmer and has been launched by the Duwamish Welding Co. of Seattle, Wash. The boat is 36 feet overall, has a beam of 10 feet 10 inches and draws 4 feet 2 inches. She will be used as a combination troll and gill net boat on Puget Sound and southeast Alaskan waters. This will be one of the many boats trolling in Alaska with a husband and wife crew. The boats can anchor almost every night along the coast so it is a life that appeals to many women. Some of the boats are as well fitted as yachts, with showers and many electrical conveniences

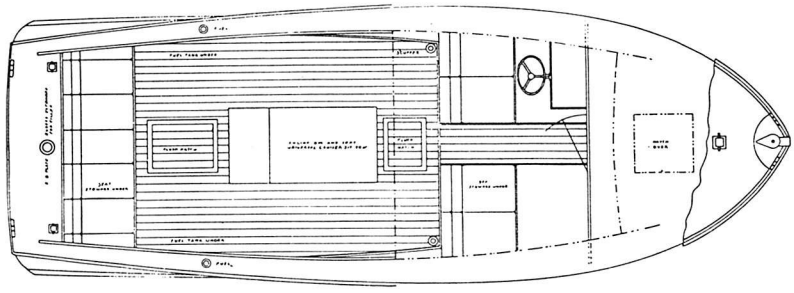
Courtesy RUDDER MAGAZINE

PLANS AVAILABLE
Write Universal Motor Company

STOCK PLAN FOR A SPORT FISHING BOAT







L.o.a., 22'1" *Beam, 7'11"*
Draft, 2'0" *Speed, 22 m.p.h.*
Power, 90-hp. Universal

MELVIN J. BRIGGS worked out this design for a fast fishing boat, with shelter from rough or rainy weather, a big watertight cockpit, and a speed of 22 m.p.h. using a 90-hp. Universal HCS gas engine at 3000 r.p.m.

She is V-bottom, with a lot of flare forward and a wooden skeg to protect the wheel and rudder. The plan shows a seat across the after end of the cockpit, but if extra room for fishing chairs is desired this can be omitted and the gas tank installed below the cockpit deck, which is 8" above the waterline. The rudder stock is designed to extend through the after deck so that a tiller may be used for emergency steering, or when fishing.

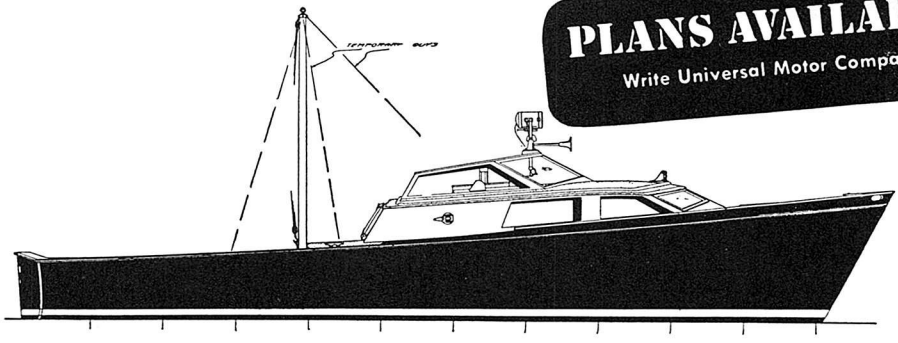
Specifications include 3" oak stem and keel, ¾" cedar or mahogany planking, ½" plywood decks, canvas-covered, and non-ferrous fastenings. Stock plans of this boat, for home or professional building, are available.

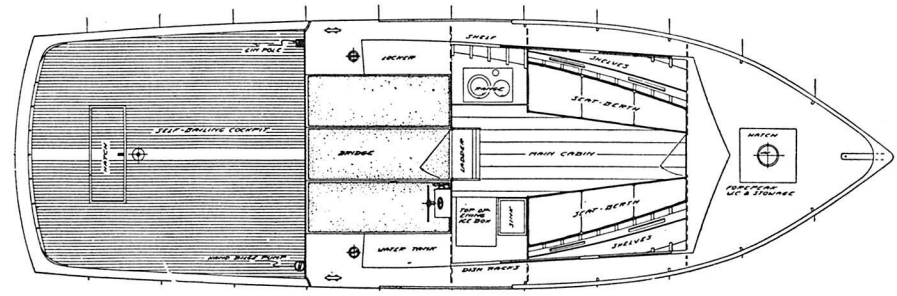
A 36 FOOT STOCK CRUISER BY BOLGER

L.o.a., 36'2" *Beam, 11'0"*
Draft, 3'0" *Displ., 11,800 lbs.*
Power, Universal Commodore, 145 hp.

PHILIP BOLGER, whose power boats all have a sleekness suggesting speed, says this boat will make 15 m.p.h. with a single 145 hp. engine equipped with 2.03:1 reduction gear. Of a round bilge model, having good flare in her bow sections and a long straight run, she is a type which can be driven fairly fast in a seaway. Her underwater sections are hollow from amidships aft and she has a good big skeg to make for easy steering in a following sea, and to protect her single screw. For a boat of her size her accommodations are limited but as laid out she should make an excellent sport fisherman.

PLANS AVAILABLE
Write Universal Motor Company



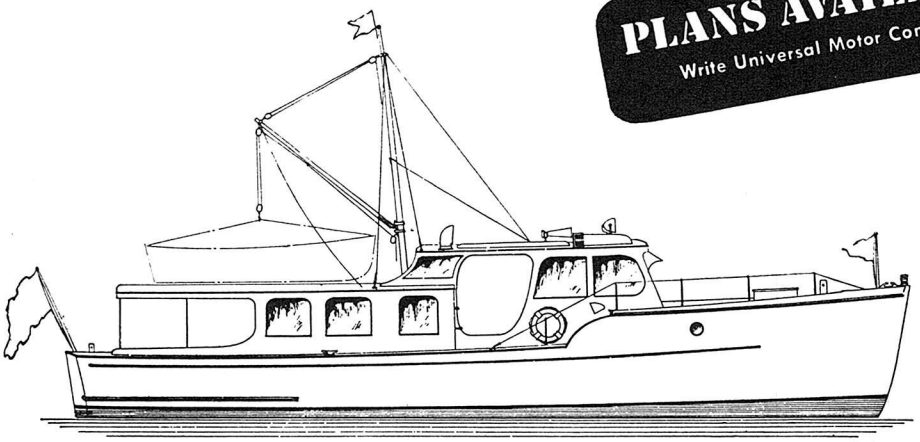


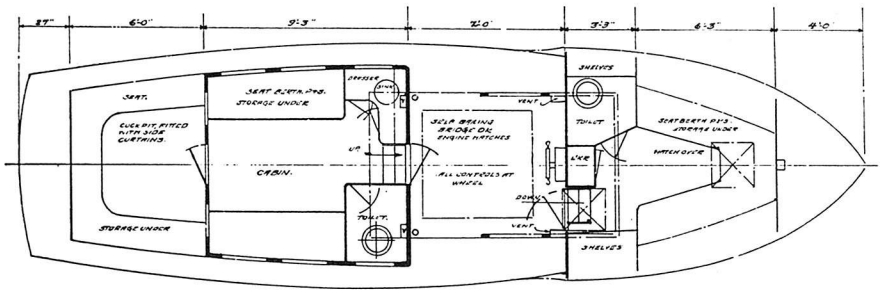
Courtesy YACHTING MAGAZINE

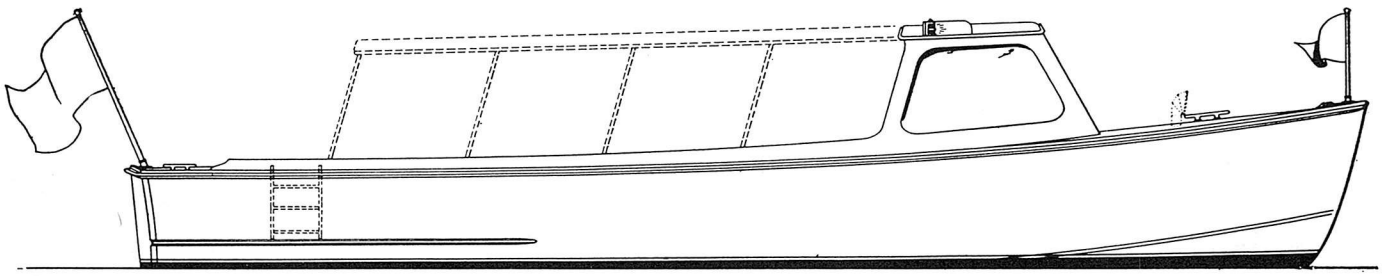
PLANS AVAILABLE
Write Universal Motor Company

Millett Passenger Launch

38′ x 11′ x 3′



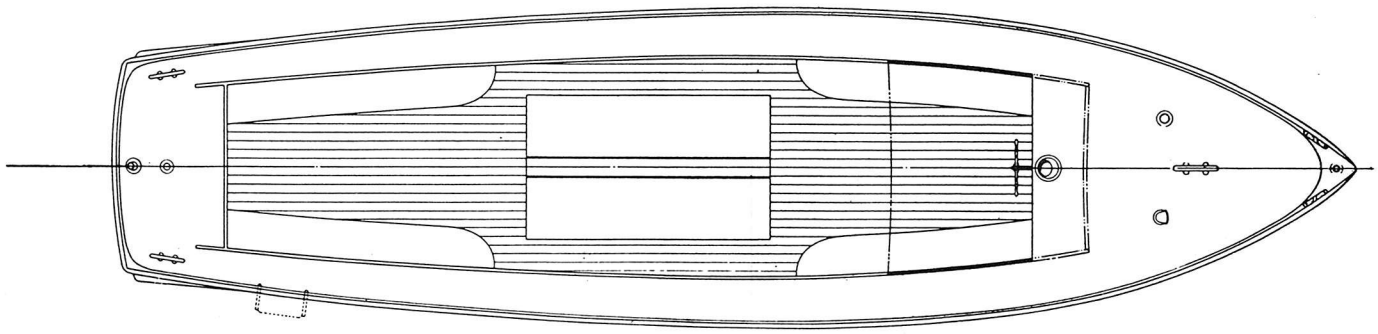




Passenger Launch

THESE drawings are of a vee bottom passenger service launch designed for Rocky Mountain Camps, Ltd., of Jasper Park, Alberta, Canada, by Carter and Wittholz of Valley Stream, N. Y. She will be used on Maligne Lake where she will make regularly scheduled thirty-two mile runs.

The boat is a 36 footer and will be carvel planked with British Columbia cedar over Oregon white oak frames. She is less beamy than most cruisers and is expected to show a good turn of speed with a Universal Sea Lion Six 110 horsepower engine. It is expected that the thirty-two mile run will be made in two and one-half hours at normal speed. The launch has space to seat twenty passengers on the fore and aft seats. The engine box is oversize for easy access.

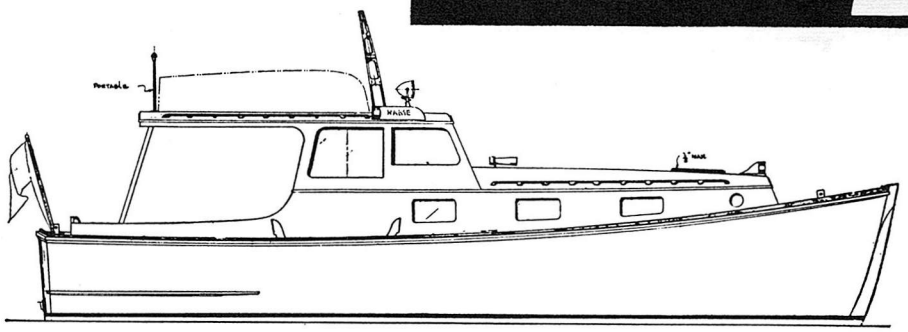


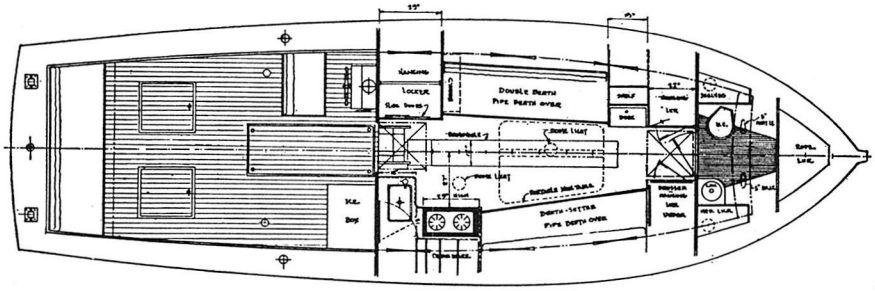
Courtesy RUDDER MAGAZINE

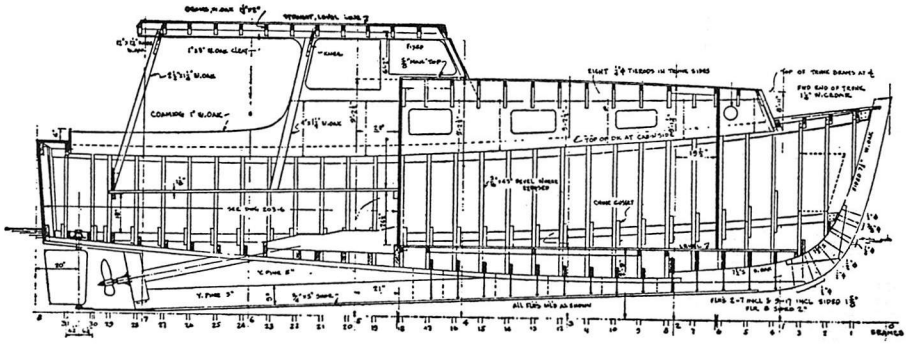
A PRACTICAL 34-FT. CRUISER

STEPHEN WILSON designed this 34′ cruiser for Stacy Y. Hammond, of St. Mary's City, Md., a retired Coast Guard officer whose 30 years sea experience is reflected in the boat. She is, as might be expected, a husky craft, with construction on the heavy side, of good material but with brightwork kept to a minimum; a practical, relatively inexpensive cruiser in which four can cruise extensively in comfort. Her Universal Explorer Six will give her a cruising speed of 10- and a top of around 14 miles per hour.

Below decks she has a large toilet room, lots of locker space, upper and lower main cabin berths, and a galley aft, with the 100-lb icebox in the cockpit to save cabin space. The cockpit is roomy, and well protected by the standing top and sides, with its deck well above waterline level. Specifications include 1¼″ white cedar planking, white oak stem and frames, 5″ sided fir keel, canvas-covered plywood deck and bronze fastenings.

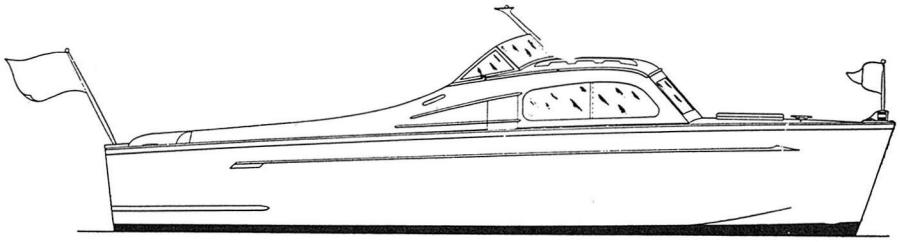






L.o.a., 34′0″	*Beam, 10′10″*
Draft, 2′10″	*Speed, 14 m.p.h.*
Power, 95-hp. Universal Six	

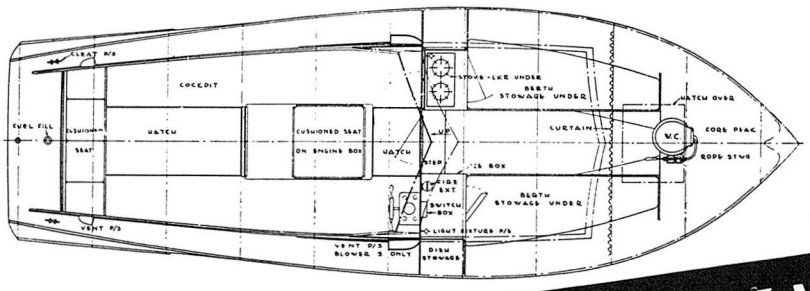
A HIGH-SPEED, TWO-BERTH CRUISER



A 23-M.P.H. speed and accommodations for two are the characteristics of *Escapade*, this 26-footer designed by George E. Meese, 1179 Acton Rd., Annapolis, Md., who offers the plans and specifications for home or professional building.

She is a V-bottom model and designed for extensive use of marine sheet plywood in her construction, including planking, over white oak keel and frames.

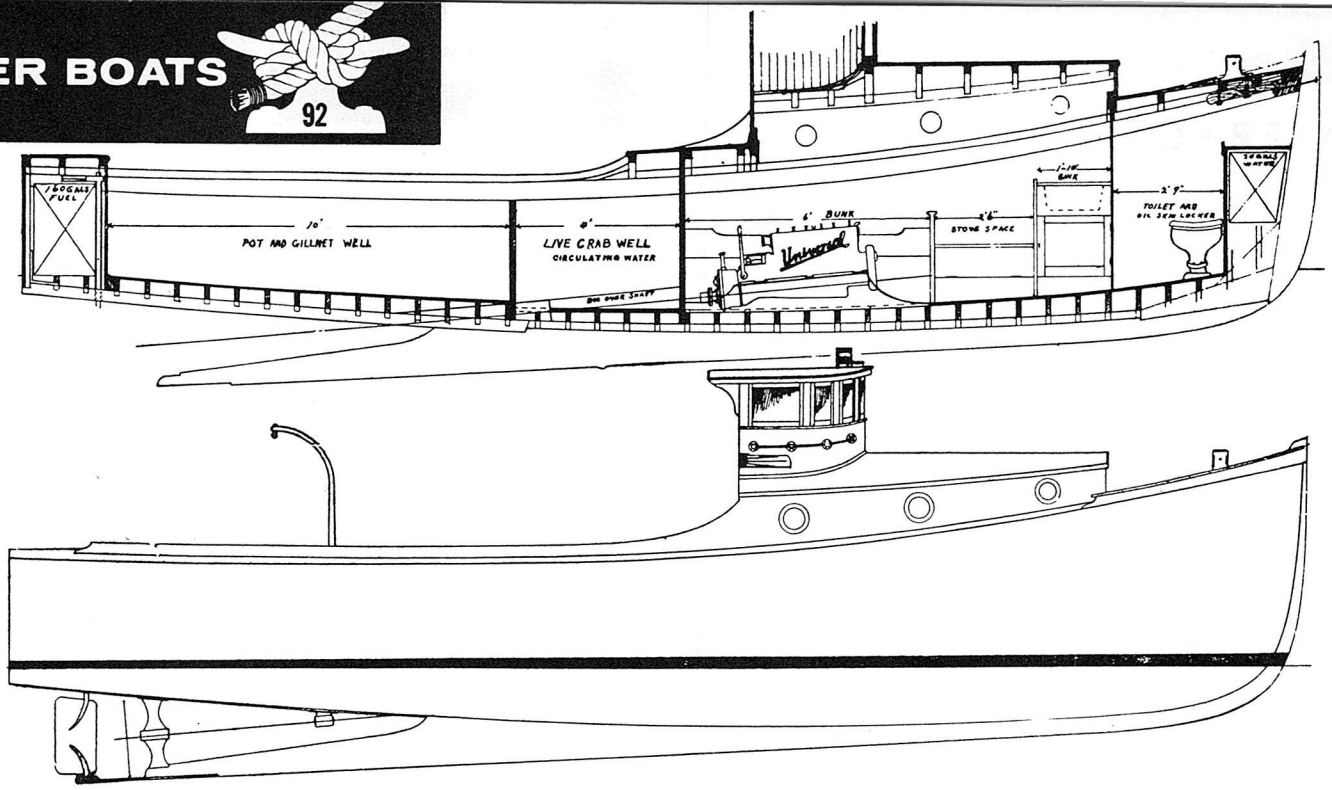
Accommodations are simple but adequate for two persons, with stove, icebox, toilet and ample stowage space. A Universal Master Six is expected to give her better than 23 m.p.h., and Mr. Meese says that she has a hull form and strong construction to enable her to maintain speed in choppy water and, while the construction as specified is sturdy, he feels that it is well within the capabilities of the amateur builder to complete the boat from the plans and directions.



L.o.a., 25′9″	*Beam, 8′8″*
Draft, 2′6″	*Speed, to 23 m.p.h.*
Power, Universal 105-hp. Master Six	

PLANS AVAILABLE
Write Universal Motor Company

Courtesy YACHTING MAGAZINE



Rough Water Fishing Boat Designed by Quent Williams

Over-all length (offered in three sizes): . . . . . *28' x 8' 2" x 2' 7"*
. . . . . *32' x 9' x 2' 10"*
. . . . . *36' x 9' 9" x 3"*
Power. . . . . . *Universal Super-Six*

PLANS AVAILABLE
Write Universal Motor Company

This interesting design is offered in three sizes. It features round bottom, transom stern, lots of flare in the bow section – making it a fast, rough water combination fish boat for gill netting, crabbing, trolling, shrimping or for sport fishing. Living quarters are forward for two with enclosed head, stove, space and bunks.

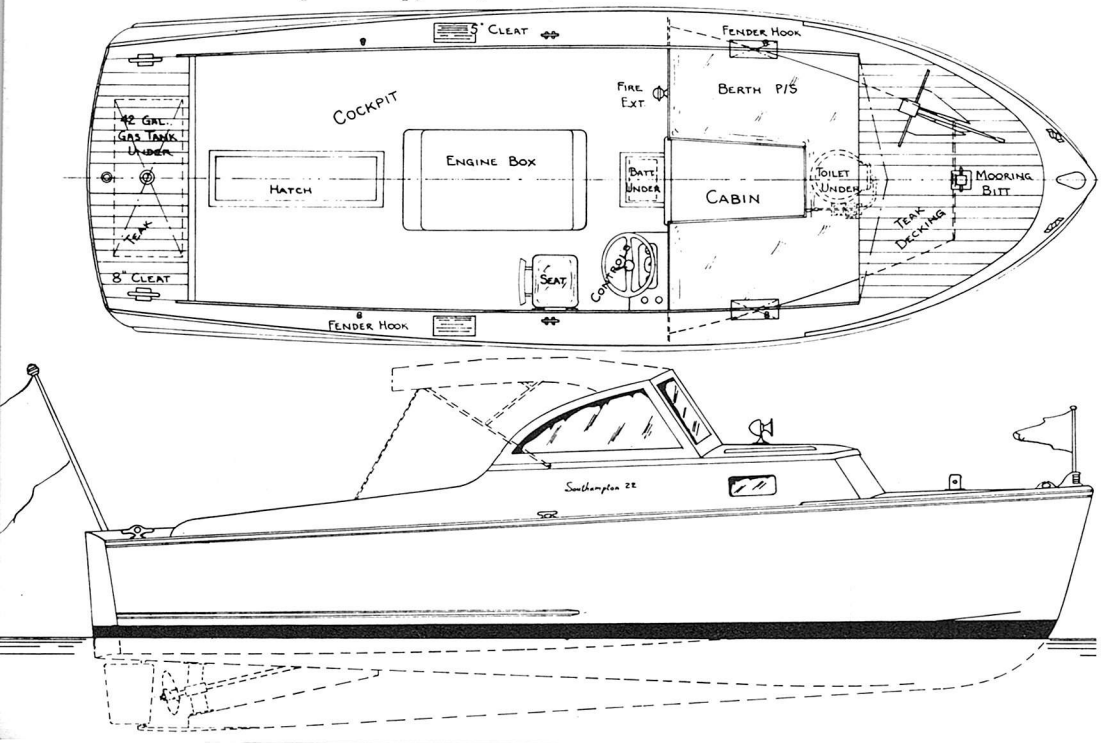
The live crab well can be used for fish hold either with circulating or sea water. Cockpit is roomy for crab pots, beach seining or for charter fishing parties.

Universal motors up to 145 h.p. have been installed in this model. Plans are available.

22-Foot Day Cruiser by Menschik

This trim little craft was designed by A. V. Menschik and is built by Southampton Shipyards, Inc., East Quogue, N. Y.

She measures 22' over-all, 7' 9" beam and has a 2' draft.



Although primarily a day cruiser, two berths and a toilet have been provided in the cabin for overnight or weekend cruises. A folding canvas top affords protection from inclement weather.

Power is supplied by a Universal "Explorer Six" of 95 h.p. direct drive. In spite of the weight of this little cruiser (4200 lbs.), this engine turns a 13" x 9" propeller 3200 rpm to produce a speed of 22 mph. Engine beds are so arranged as to permit optional installation of the Universal 105 h.p. "Master Six" or either of the "Super Sixes."

Several of these boats have been built and all owners are well pleased with their performance. One owner, the designer says, recently commented that he was amazed at the gasoline economy achieved with his Universal "Explorer Six."

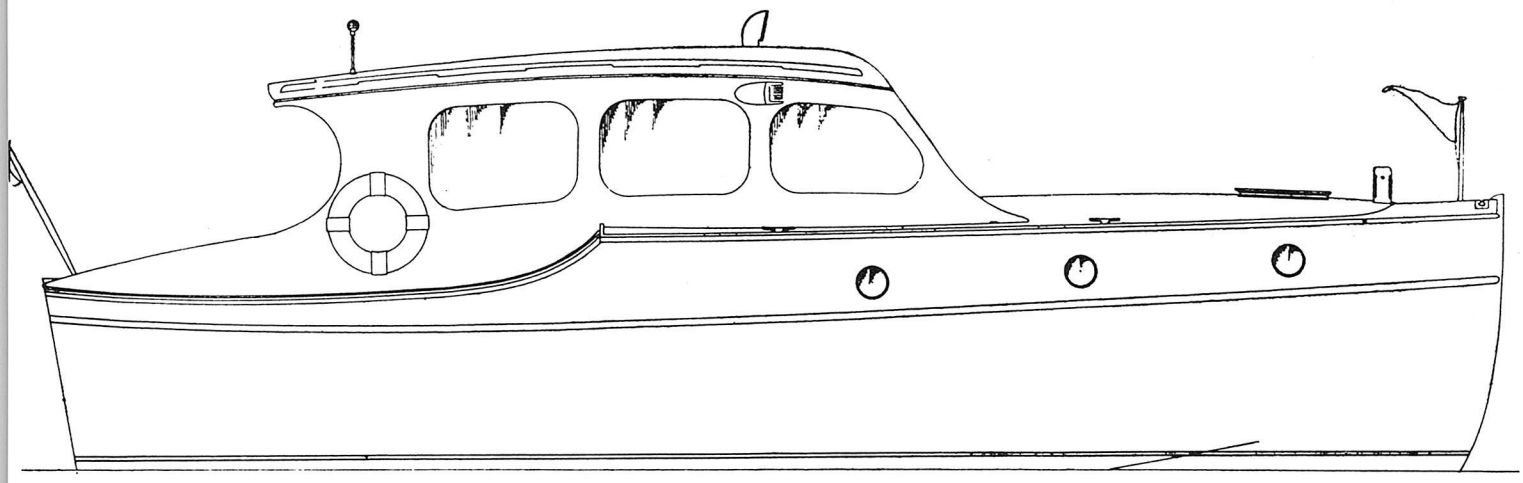
Seaworthy Raised Deck Cruiser

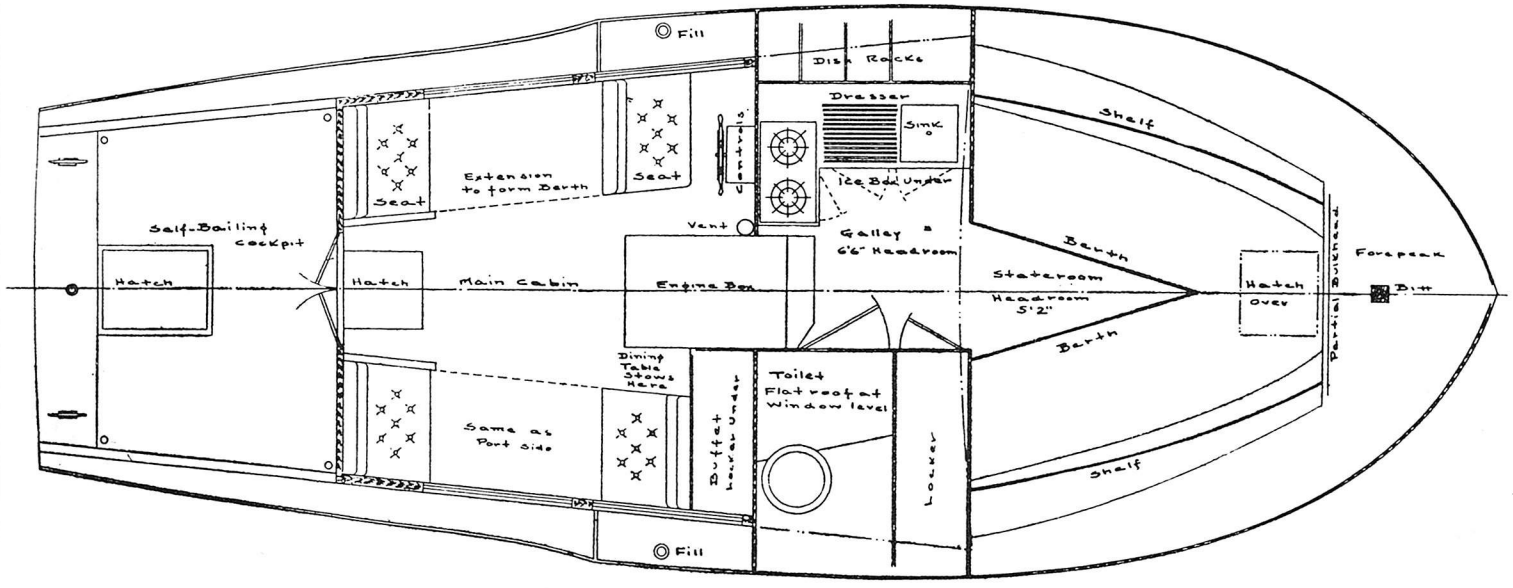
Designed by Gerald T. White, Westlawn Associates

PLANS AVAILABLE
Write Universal Motor Company

This little cruiser was designed by Westlawn Associates of Montville, N.J., for a boatman who demanded a handsome and seaworthy boat for ten months of the year on Long Island Sound. Dimensions are 25' 11" x 10' 12" x 3' 0" with a displacement of 10,500 lb. She sleeps four in separate cabins with over 6' of headroom at the deck house. The galley is light and there is enclosed toilet with locker space.

Powered by a Universal Super-Six 145 h.p. Commodore, she can be driven up to 16 miles per hour and has a very comfortable and economical cruising speed of 12 miles per hour.





"Sun Chaser"--30-Foot Steel Houseboat by D. S. McGinnis

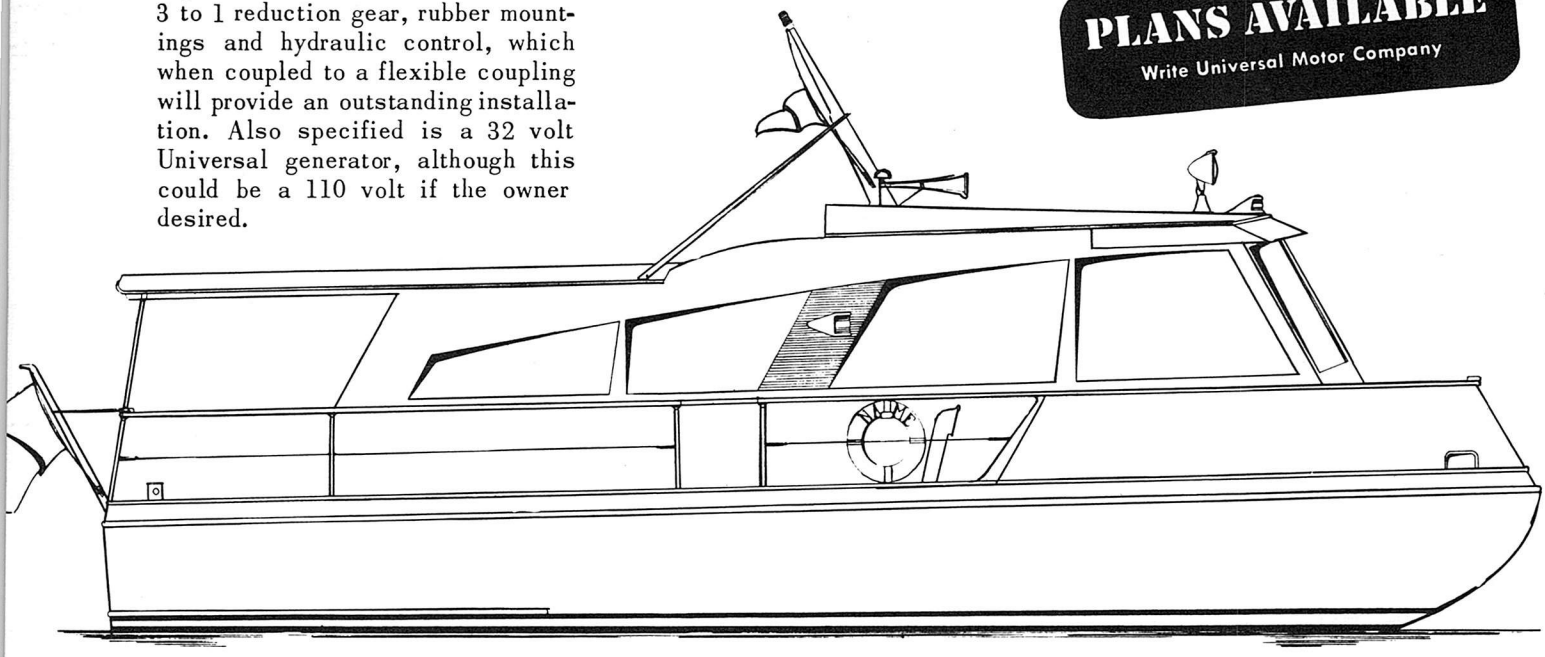
Here's a floating home for a couple, young or old, with enough adventure in their souls to follow the sun and the seasons. The scow bow, tunnel stern, steel hulled type of houseboat is patterned after the many successful river towboats, commonly known as pushers. The V-bottom hull is longitudinally framed and plating is specified as copper bearing.

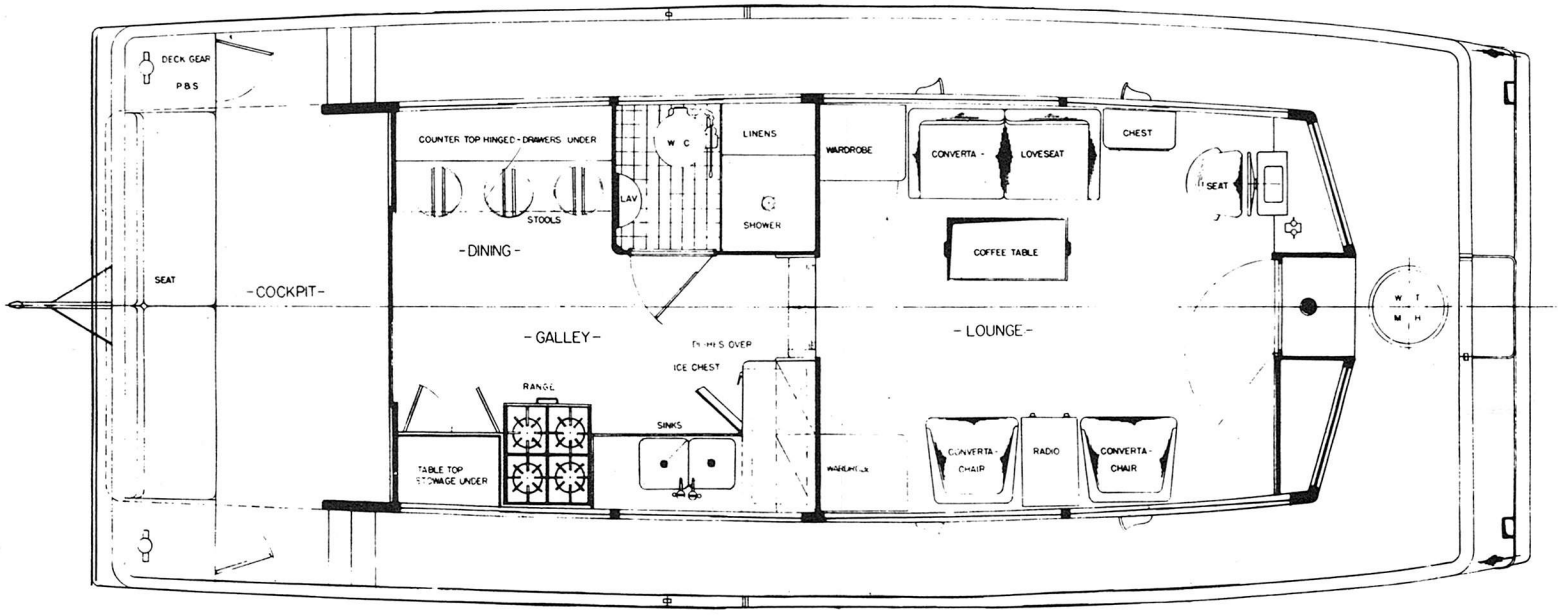
Power is the 130 h.p. Universal Super-Six, Stevedore model, with a 3 to 1 reduction gear, rubber mountings and hydraulic control, which when coupled to a flexible coupling will provide an outstanding installation. Also specified is a 32 volt Universal generator, although this could be a 110 volt if the owner desired.

The houseboat provides the maximum of living and deck space per foot of length and this is one reason for its popularity. The layout shown is only one of many that could be utilized but the designer feels this one offers the maximum of daytime living and still adequate sleeping facilities. The love seat forms a bed when opened and, if further sleeping facilities are required, occasionally the chairs may be of the style which forms a single bed.

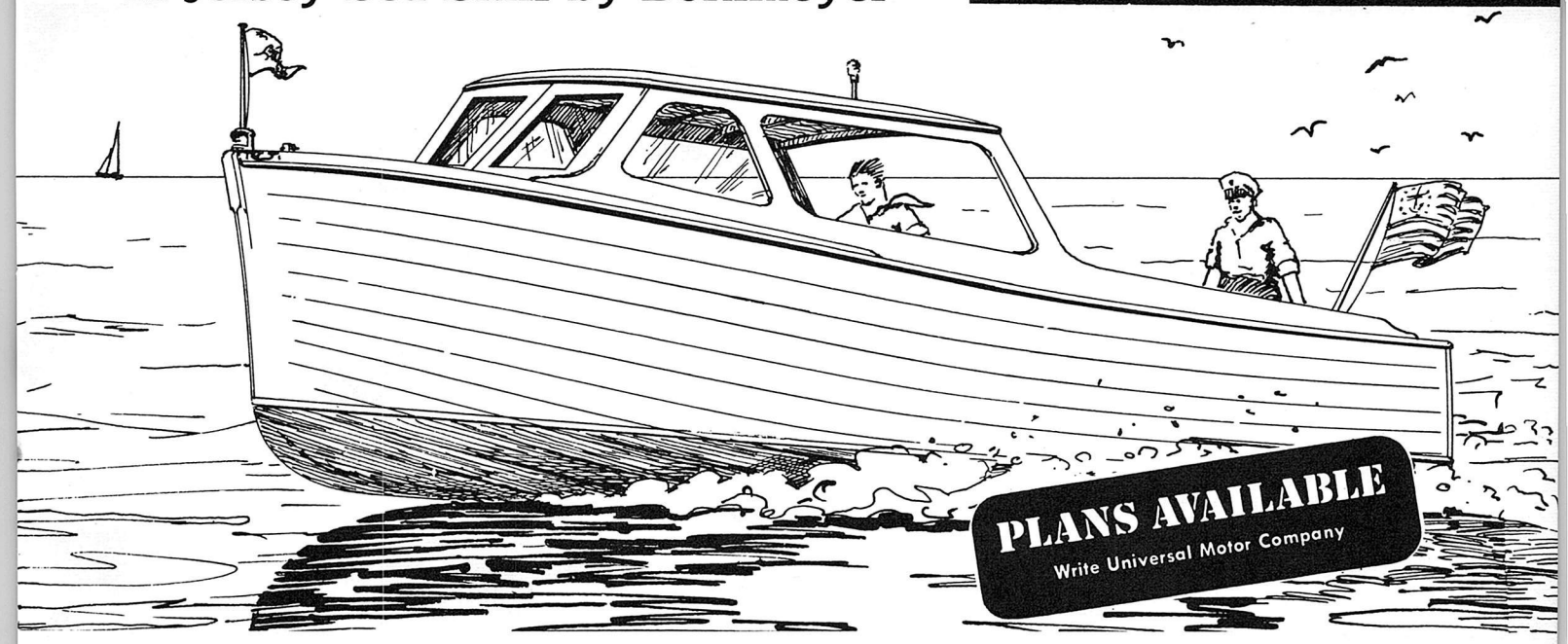
The dining area consists only of a counter top, a portion of which is hinged, and stools, for it is felt that a folding table and chairs could be stowed aboard easily and set up either in the lounge or cockpit.

PLANS AVAILABLE
Write Universal Motor Company





A Jersey Sea Skiff by Bohlmeyer

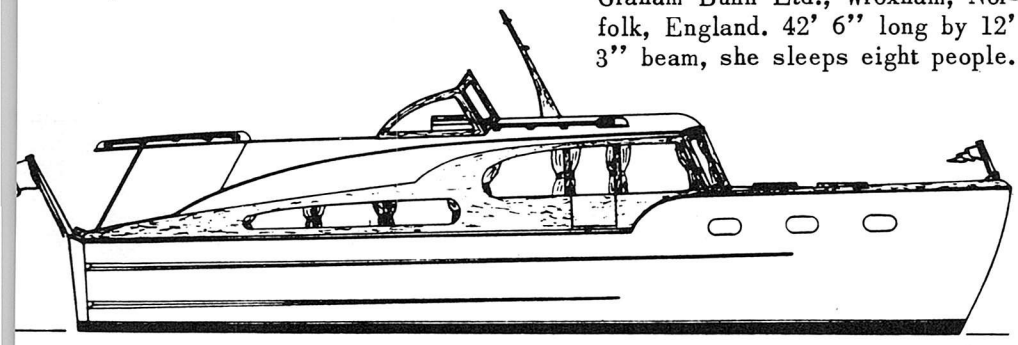


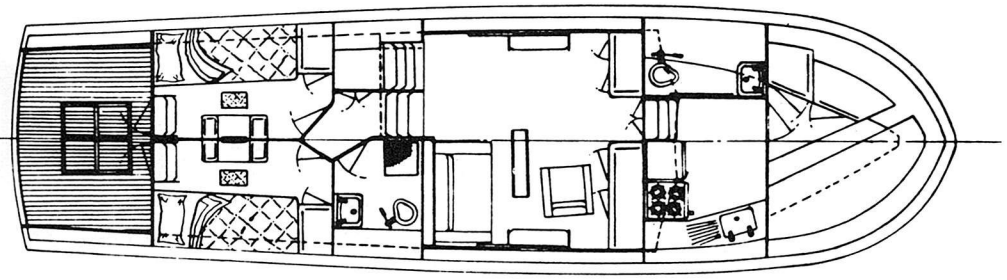
The original "Fin Chaser" was designed by F. W. Bohlmeyer, Point Pleasant, N. J., for YACHTING Magazine. It's a skiff with wide appeal, especially to the sport fisherman. It is ideal to run to the offshore fishing grounds and with her comparative light draft is able to get through shallow inlets and make short cruises in comfort.

Her over-all length is 25' 11"; water-line length, 24' 8-1/2"; beam, 8' 0"; draft to bottom of skeg, 2' 6". Naturally, the hull is lapstraked in the manner usually employed and most of the models constructed had a light shelter cabin that could be fitted with a couple of bunks and a toilet. Deck fittings, running lights, mast and swivel chairs all make for touches of individuality and are of infinite variety. The most recent "Fin Chaser" was for Dr. Alice Marble, equipped with a Universal 110 h.p. Six and a propeller 16 x 10 and performing nicely at 25 m.p.h. without running "wide open."

English-Designed 42' Cruiser

This is a pleasure boat designed by R. M. Martins, chief designer of Graham Bunn Ltd., Wroxham, Norfolk, England. 42' 6" long by 12' 3" beam, she sleeps eight people.





Steering is from the flying bridge which is provided with upholstered seats and is used as a sun deck. Below decks there are a sheltered aft cockpit, 2 double cabins aft with dressing tables, wardrobes, and upper and lower berths. The toilet is fitted with shower, W.C. and wash basin. There is a spacious deck saloon with a settee forming a double berth. Galley is fitted with butane cooker and refrigerator, sink and also a dinette for occasional meals. Forward cabin is fitted with upper and lower berth and adequate stowage space.

Construction is mahogany double skin bottom and 7/8" single sides on seam battens and frames of same material. A pair of Universal Super Six 130 h.p. engines with 1½ to 1 reduction gears situated under deck saloon gives a speed of 21 m.p.h.

31-Foot Cruising Houseboat by A. M. Deering & Son

Small cruising houseboats for use on our many inland rivers and other protected waters are becoming more and more popular and this stock design has been developed to meet the demand. Dimensions are 31 feet length overall, 11 feet beam and 1 foot 6 inch draft.

Accommodations are provided for four persons, with bath and shower, and complete galley.

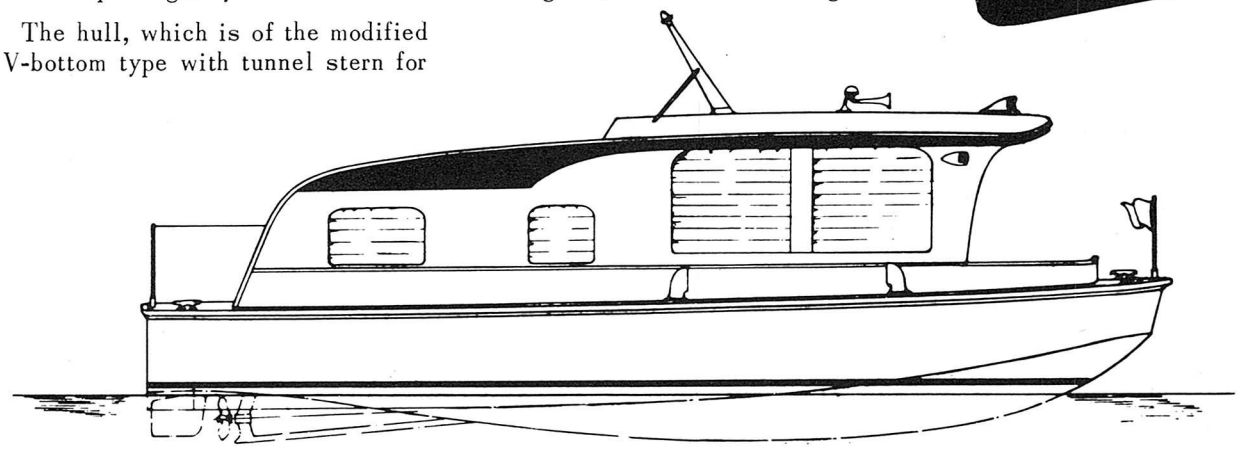
The hull, which is of the modified V-bottom type with tunnel stern for shallow draft operation, is of welded steel construction, while the cabin and interior are of wood construction.

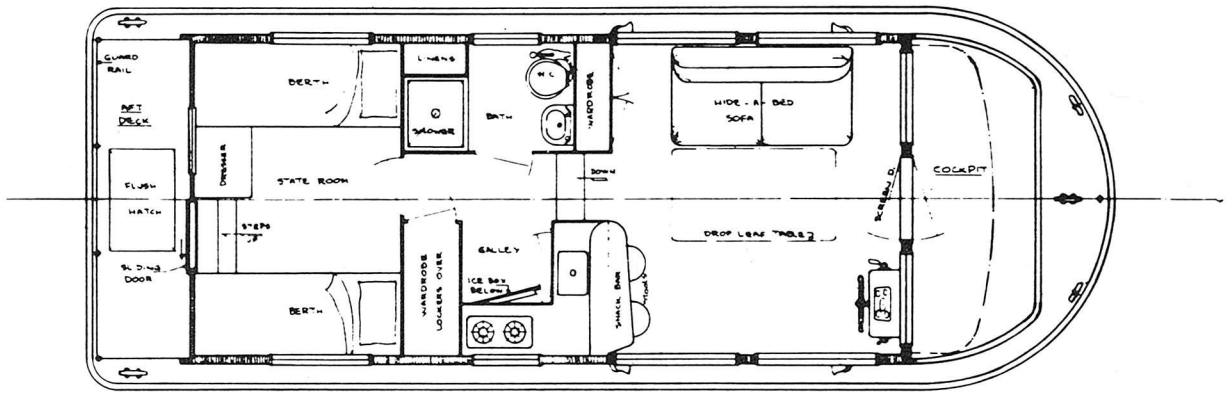
It is designed to be powered with a single Universal Master-Six with 1-1/2 to 1 reduction gear; however, it can be powered with a smaller engine such as the Universal Unimite Four. A. M. Deering & Son, Chicago 1, Ill. are the designers.

PRINCIPAL CHARACTERISTICS

LENGTH OVERALL	–	31'-0"
BEAM	–	11'-0"
DRAFT	–	1'-6"
FREEBOARD-FWD	–	41"
-AFT	–	30"
HEADROOM:	–	6'-4" MIN.
FUEL CAPACITY	–	180 GAL
WATER CAPACITY	–	90 GAL

PLANS AVAILABLE
Write Universal Motor Company





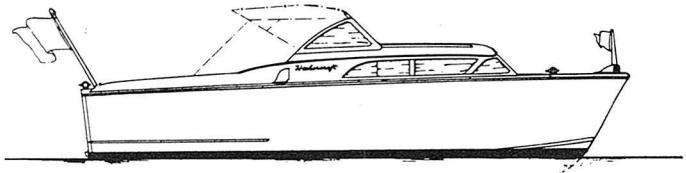
Deering Express Cruiser, 22 ft.

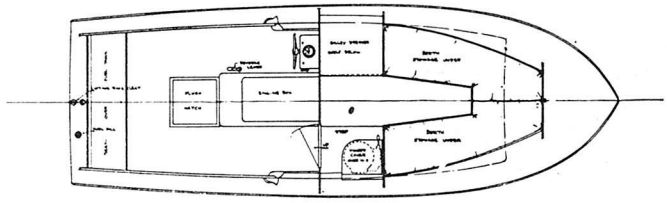
Designed by A. M. DEERING & SON, *228 N. LaSalle St., Chicago 1, Ill.* BUILDER: *Hacker Boat Co., Mt. Clemens, Michigan.*

DIMENSIONS: L.O.A. *22 ft.* BEAM:*7 ft. 8 in.* DRAFT *22 in.*

CALLED "The Overniter," this stock boat, designed by the Deerings, has been successfully built by the Hacker Boat Co.

It provides simple cruising accommodations within its 22 ft. length and has 4 ft. 11 in. headroom in the cabin. The forward freeboard of 39 in. indicates a dry boat when used in choppy waters. Various models of high speed engines may be used in this express cruiser.





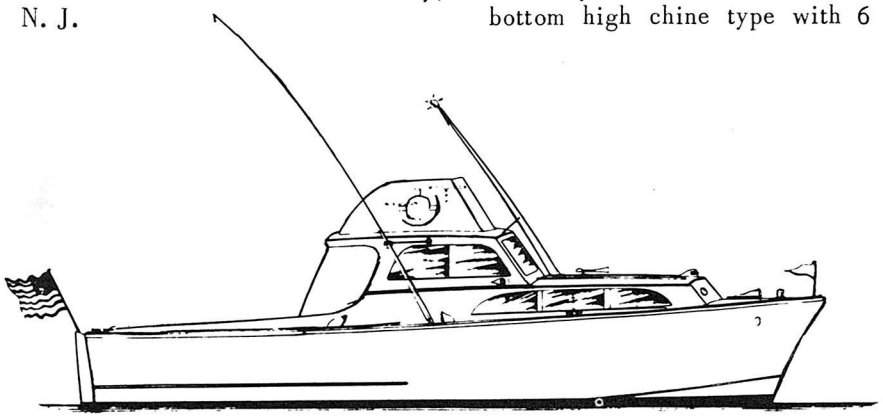
THIS HACKERCRAFT "Overniter" express cruiser packs a lot of accommodations into its 22 ft.

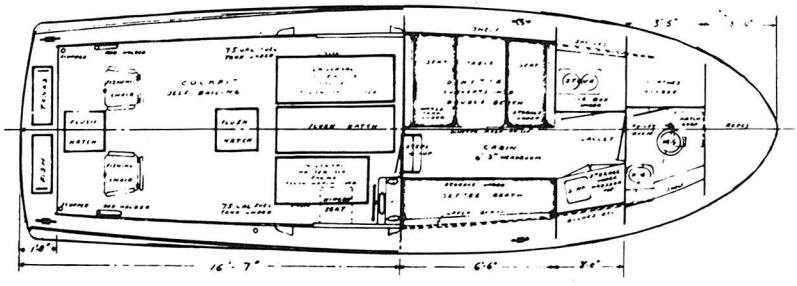
Courtesy BOATS MAGAZINE

"Rio Rita"---Thirty-Two Ft. Fishing Cruiser By William J. Deed

Ideal for fishing cruises on the New Jersey coast, this 32 ft. boat will be built by the newly organized firm of boat builders L & B Marine Co. of East Keansburg, N. J., for John Lust of Butler, N. J., from designs by William J. Deed, naval architect of Perth Amboy, N. J.

She is the fourth "Rio Rita," each larger than her predecessor, and will be a worthy example of the type of sea-worthy craft which is found in daily use on the shores of this popular fishing coast. She is 32 ft. 6 in. long by 10 ft. 8 in. beam by 3 ft. draft and is of V-bottom high chine type with 6 ft. 6 in. headroom. She has double planked bottom and batten seam topside.

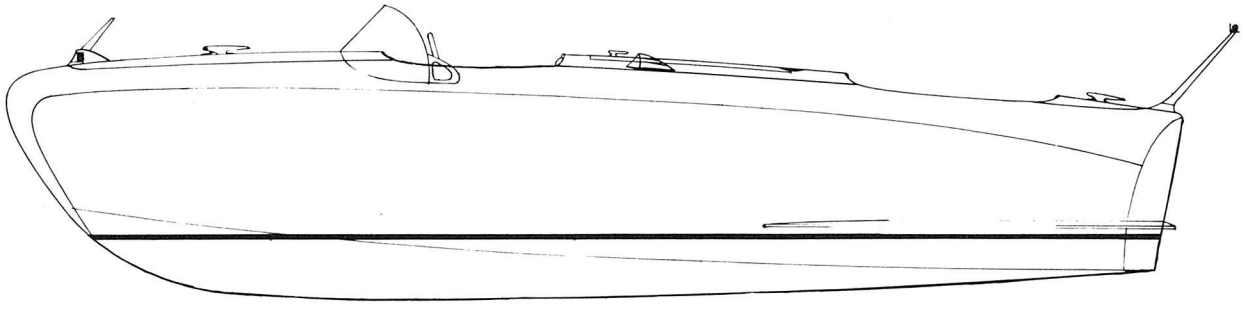




Two Universal Master Six engines will power "Rio Rita" and drive her about 20 miles an hour. Two fuel tanks of 75 gallons each are located under the cockpit floor and a fresh water tank is found under the dinette seat. She has upper controls, all hydraulic, and twin rudders.

In her cabin are upper and lower berths on the starboard side with dinette opposite which converts into a double berth. The galley is large taking up both sides of the boat, and the "head" is forward. A raised hatch forward will ventilate and also form a handy feature for handling mooring lines and anchor in rough weather. With her "clipper" stem and long, unbroken sheer, she will present a snappy appearance.

Fast Custom Runabout By Brinsmead



This streamlined 19' custom runabout was designed by R. J. Brinsmead of Niagara on the Lake, Canada, expressly for the Universal Motor Company to accommodate the 95 H.P. Explorer Six and 105 H.P. Master Six marine engines.

These boats are not intended for construction by amateur builders. The bottom sections are slightly convex to produce an easy riding boat and incorporate a built-in spray deflector. The topsides are also convex rounding right onto the deck, eliminating any definite sheer line.

Plans are available for 17', 19', 21' and 23' models with various seating arrangements in both direct and V-drive, single or twin engine installations with speeds up to 60 miles per hour. A utility model may be had as well as a smart convertible top or the newer stationary hard top.

The architect is available as consultant to anyone wishing to build one or more of these luxurious runabouts.

PLANS AVAILABLE
Write Universal Motor Company

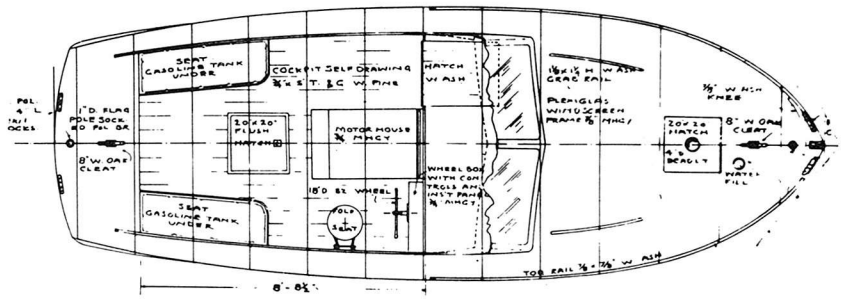
The "Golden Mean," a 23-Foot Utility Cruiser by Atkin & Co.

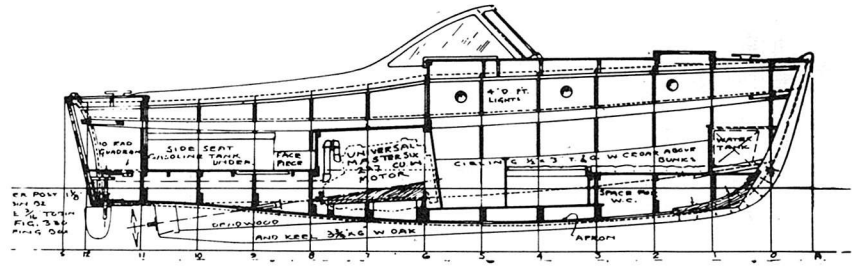
Designed by Atkin & Co., Noroton Heights, Conn., the interesting V-Bottom Raised Deck Utility Cruiser will meet the requirements of an owner who is looking for a small wholesome boat having both speed and comfort.

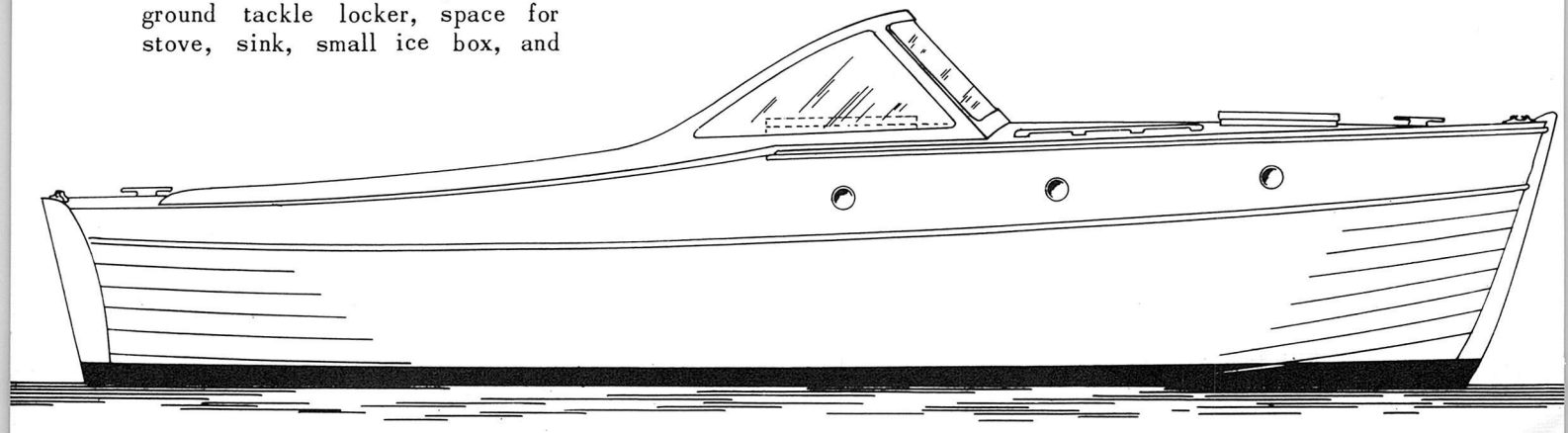
The over-all length of The Golden Mean is 23 ft. 3 in.; the waterline length is 21 ft. 3 in.; the breadth is 8 ft. 4 in.; and the draft, 1 ft. 8 in. The freeboard at the bow is 3 ft. 1-1/2 in.; at the lowest point, 2 ft. 2 in.; at the stern, 2 ft. 2-3/4 in. She is a big boat for her modest dimensions.

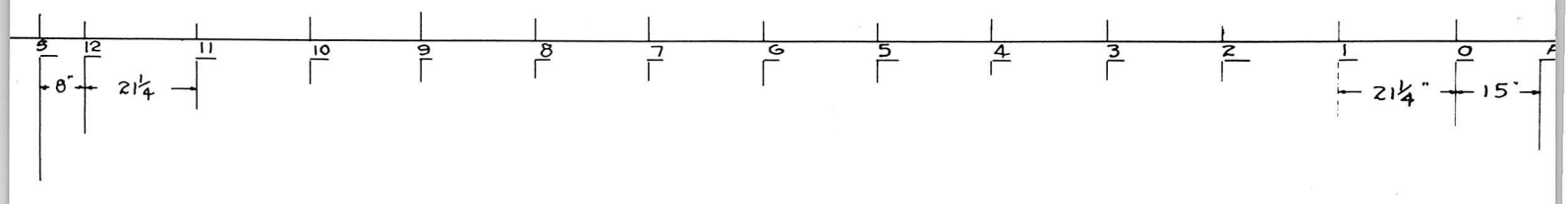
In model she is a V-bottom having straight bottom sections with molded, flaring topsides; her buttock lines have straightness and were carefully designed, thus assuring excellent speed coupled with unusual sea-going ability, comfort and dryness. She will not stand on end while opened up, nor will her bow dive if suddenly slowed down. The Golden Mean was designed to fit the Universal Master Six 105 horsepower motor. Speed is 27.3 miles per hour. A fast little hooker, indeed.

The cabin is a snug place well laid out with two full-length bunks, ground tackle locker, space for stove, sink, small ice box, and shelf for dishes. A water tank of 10 gallons capacity is forward under the ground tackle locker. While not shown on the plans, there is ample room in the niche between the bunks for a pump water closet. The headroom under the deck carlins is 4 ft. 6 in. -- rather good for a very small, stable, safe, able, fast cruiser.









Brandlmayr-Designed 21' x 8' Plywood Cruiser

The 21' x 8' 0" cruiser is one of a series of 19', 21' and 23' stock plywood cruisers offered in plan form to amateur builders as well as built as standard models by several boatyards. John Brandlmayr, Vancouver, B.C., Canada, is the designer.

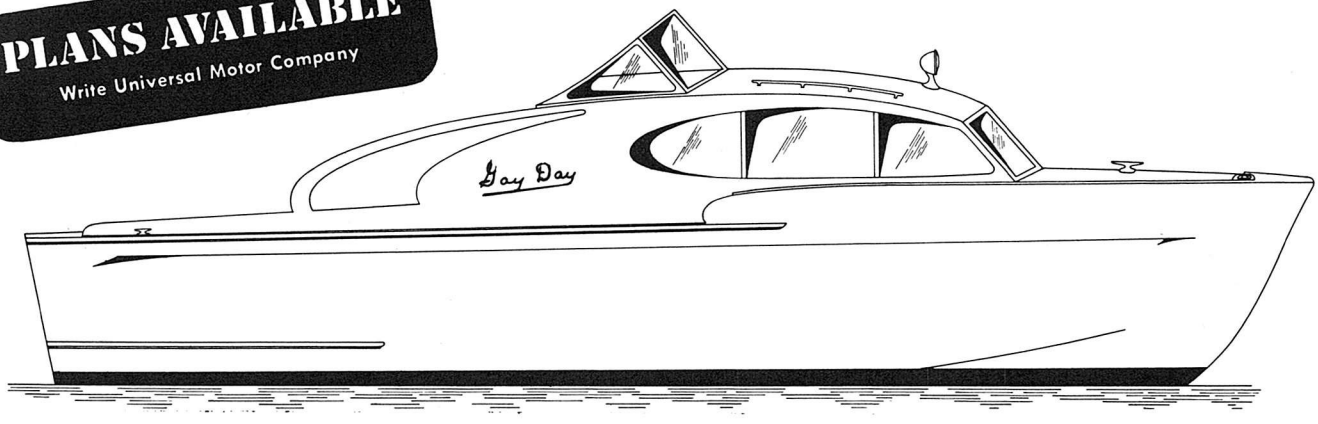
The 21-footer provides 5' 3" of headroom in a cabin with two main berths, two upper berths, a w.c., and a complete little galley. A sizable cockpit sheltered by sidewings can be used to berth two and most owners have a canvas cockpit for all-weather protection.

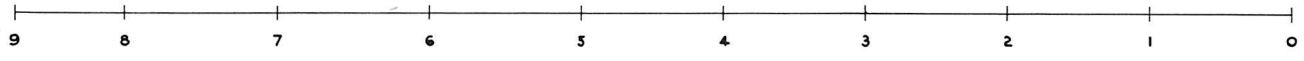
A Universal Master Six of 105 hp is recommended for quiet, reliable power and a top speed of 25 mph. This is a planning hull that can cruise at near to her top speed.

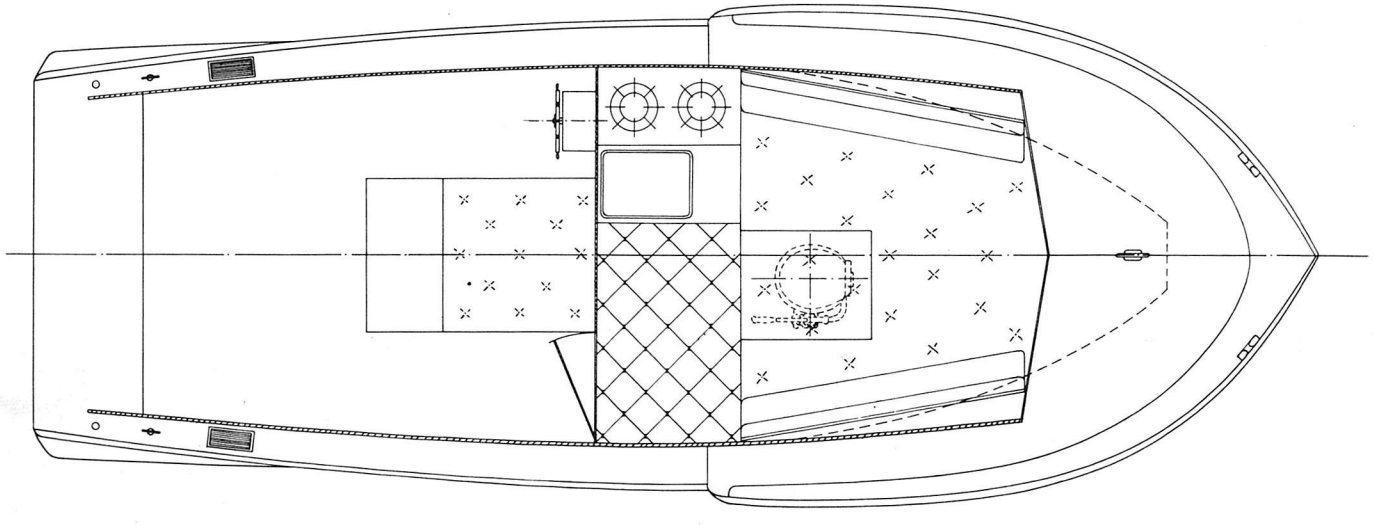
A level planing, soft riding hull form was adopted with substantial flare forward, tumble-home aft and considerable emphasis on symmetry and pleasing styling. The hull lines have been conically projected so that the plywood goes on easily in natural curves and without undue stress. Sawn frames are spaced 2' 6" on center with closely spaced, longitudinal battens and a 3/8" marine plywood covering. A Fiberglas covering is recommended for the bottom.

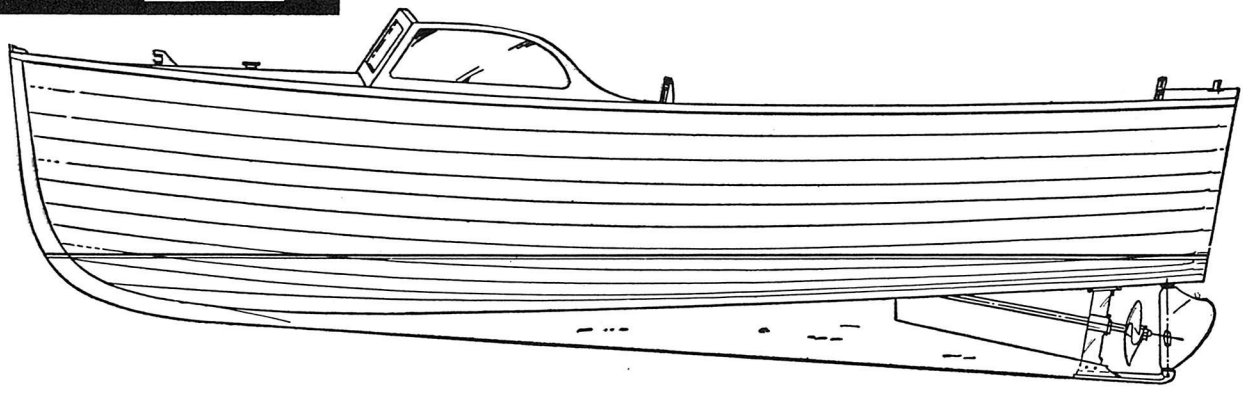
With an 8' beam this hull can be trailered on United States and Canadian highways.

PLANS AVAILABLE
Write Universal Motor Company

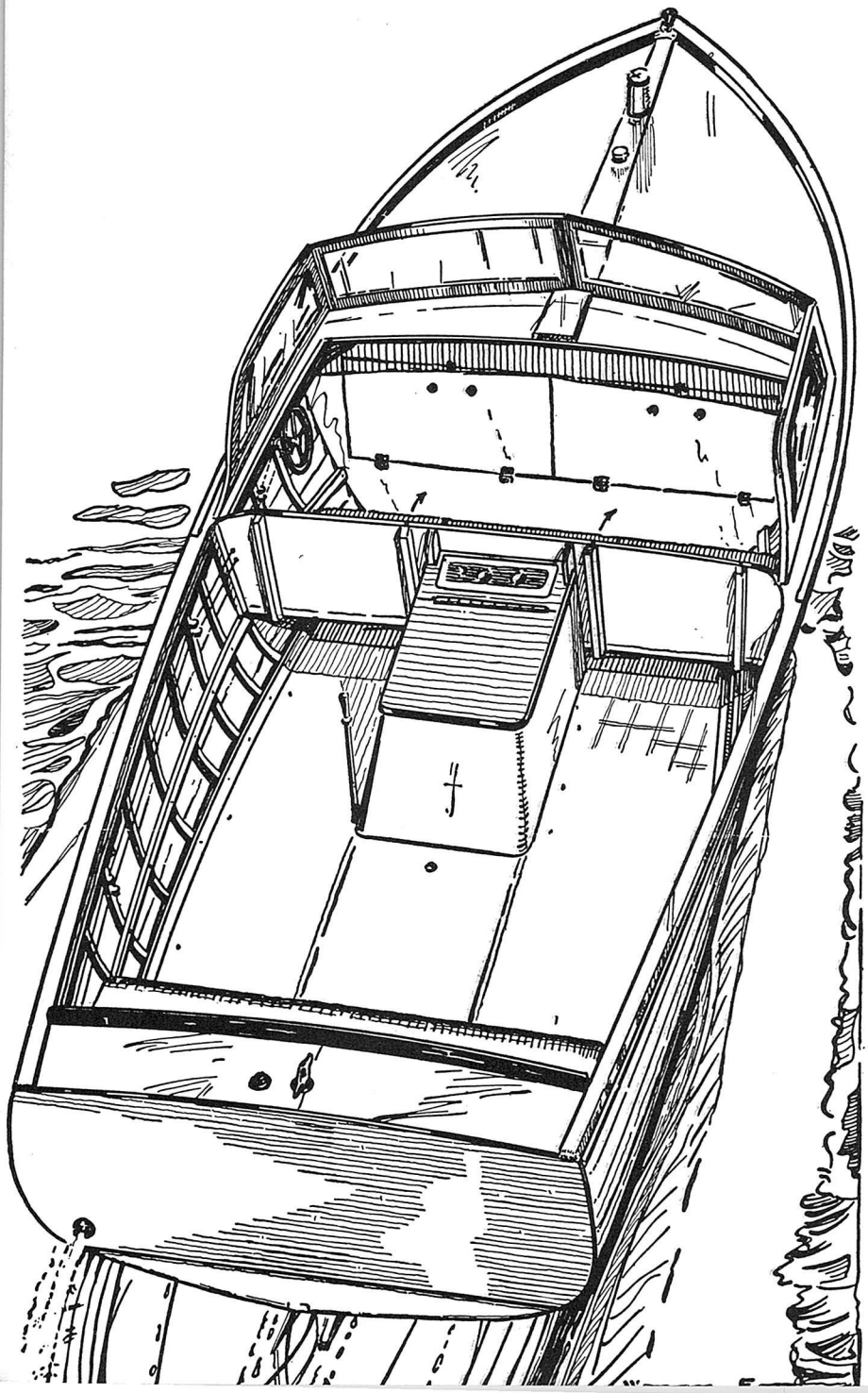






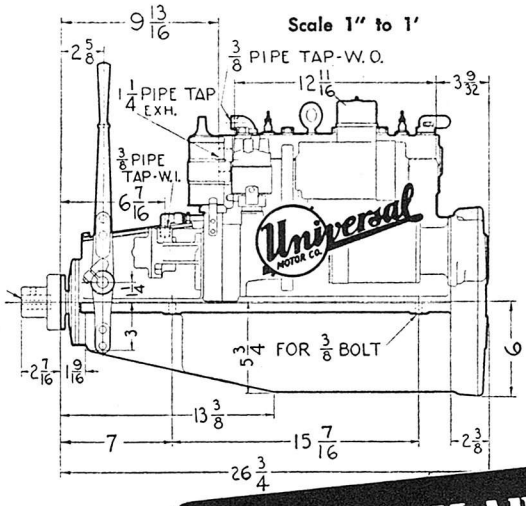


Weston Farmer's "Kingfisher" Utility



This sweet-lined little utility was designed by Weston Farmer to fill the gap between standard sized utility runabouts and the 15 to 16 ft. outboards. She is 17 ft. o.a., by 6 ft. 6 in. beam, weighs about 1300 lbs. and hence can be launched and hauled by trailer. Complete plans and scantling specifications appeared in the Sports Afield Boatbuilding Annual for 1955,

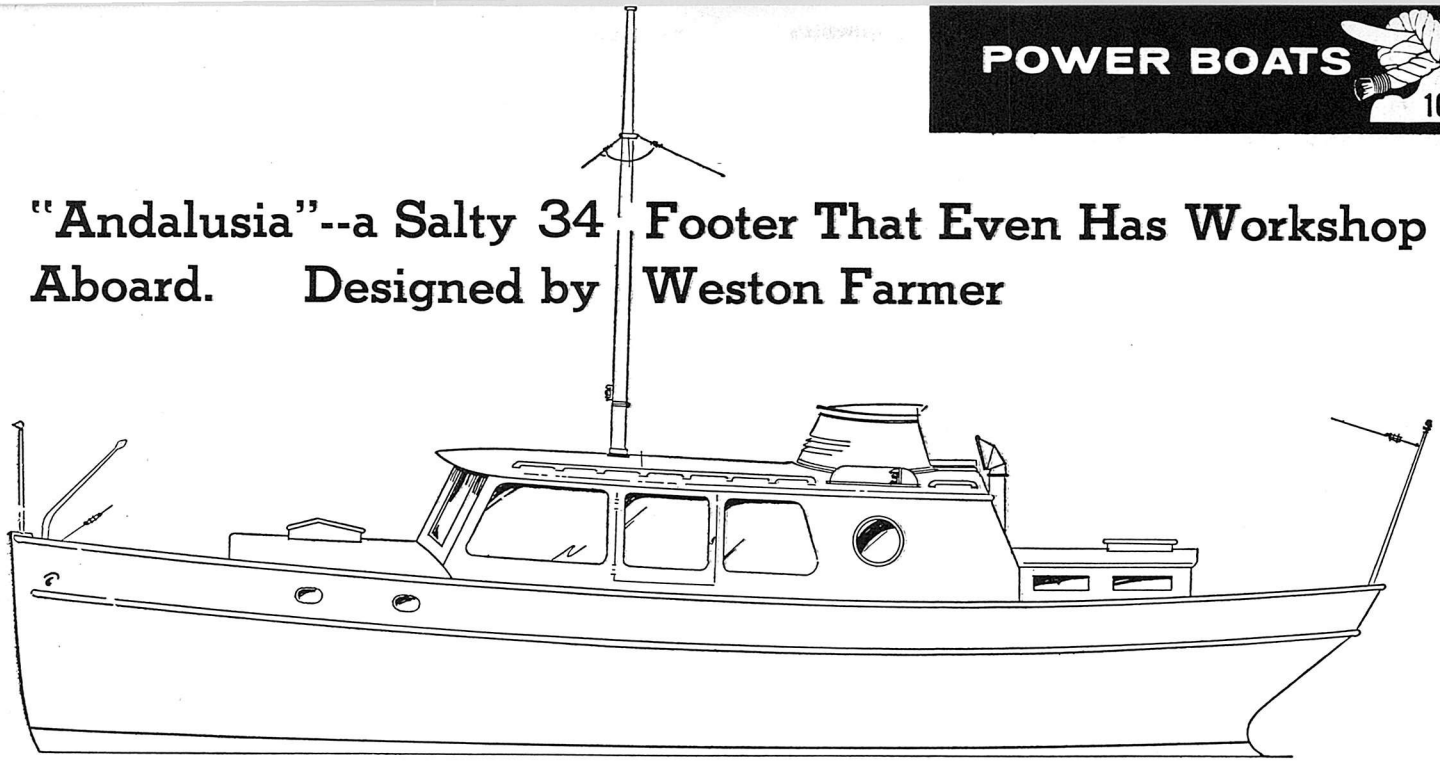
Designed specifically around the Universal Atomic Four, shown to scale in the drawing below, 14 to 15 miles an hour is obtained at comfortable engine speed. With the Universal 65 h.p. Unimite Four, she will do 22 miles. Design is standard lap strake construction for the knowing amateur builder. "Kingfisher," as the design is known, can be built in the average garage.



PLANS AVAILABLE

Write Universal Motor Company

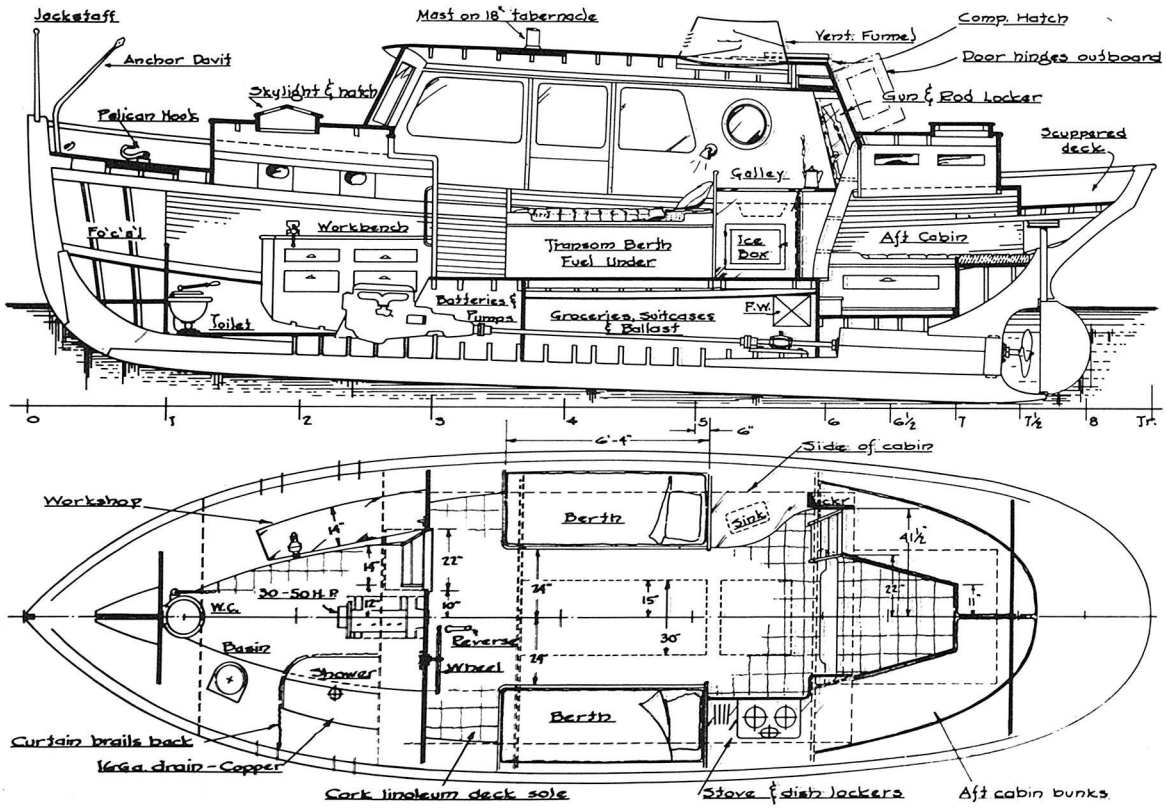
"Andalusia"--a Salty 34 Footer That Even Has Workshop Aboard. Designed by Weston Farmer



On a hull of generous freeboard along seagoing commercial lines, naval architect Weston Farmer has turned out in Andalusia a beautiful, comfortable cruising boat of elegance. The light aluminum spar which supports radio antenna enhances her shiplike beauty. There is a small workshop aboard and a shower.

No less than six boats are building from the plans of Andalusia in such widely divergent parts of the world as the United States, Canada, Alaska, Hawaii and Ecuador. Designed by Weston Farmer of Wayzata, Minnesota, around the power of a 50 h.p. Universal Super Four, she cruises with extreme economy, operating on between 7 and 10 cents per mile, with a cruising range of 125 miles.

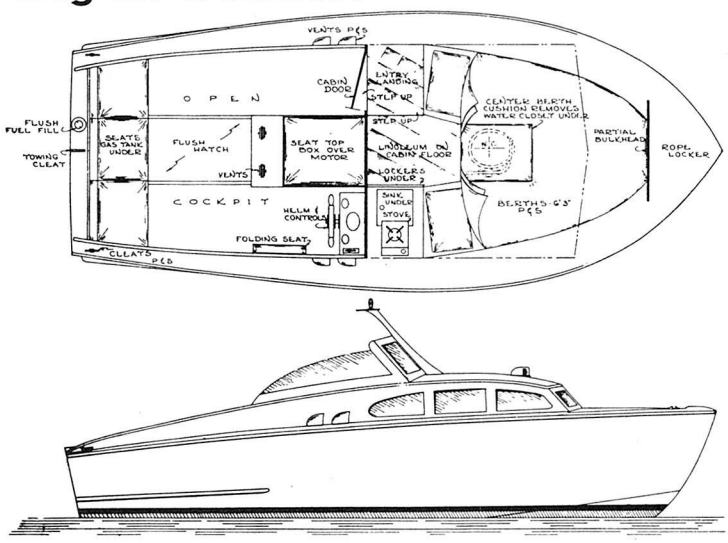
"Something old, something new—something tried, something true," was in Weston Farmer s mind when he designed her. The hull form is old; the arrangement is new. The shower and workshop are fine, appreciated by live-aboards. Her length: 34 ft. O.A., 30 ft. L.W.L. Beam, 9 ft. 4 in. Draft, 34 in. Displacement, 11,318 lbs. as drawn. Andalusia's complete plans and description appeared in the 1955 Sports Afield Boatbuilding Annual. An appealing little hooker, beautifully done!



A Little 18-Footer That's Big in Comfort

By Glenn L. Marine
Compton, California

Length . . . . . 18' 7"
Beam . . . . . 94"
Draft . . . . . 24"
Depth of hull max. . . . . 48"
Depth of hull aft . . . . . 33"
Cabin headroom . . . . . 54"
Cockpit size . . . . . 7' 9" x 5' 6"
Power . . . . . Universal 65 h.p. Unimite Four
Type . . . . . V-bottom developed for sheet plywood planking or conventional batten seam planking.



This fine little inboard cruiser will afford many **"HAPPY HOURS"** of recreation and boating pleasures. Complete facilities are afforded in a big little boat. Due to the exceptional beam and practical layout much more room is available than in the usual boat of this size. The comfortable berths form plenty of room for restful sleeping, the marine water closet is concealed under a portion of the berth and readily accessible. The galley area provides room for a single burner stove and a sink. The sink having a cover over the top to furnish more working space. Plenty of room for ice chest or lockers is provided under this area. The forward rope locker gives room for the stowage of anchors and lines. An opening forward hatch is optional for handling of anchors and quick access to the forward deck. The extra large cockpit area has plenty of seating capacity and room for sunning, fishing or loafing.

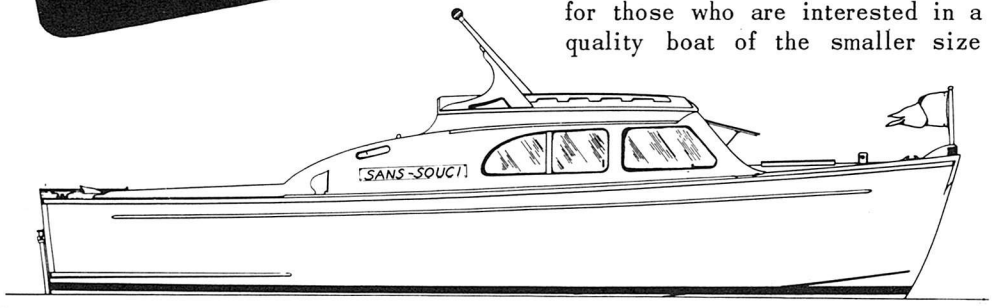
A Practical, Low-Cost Cruiser for Two

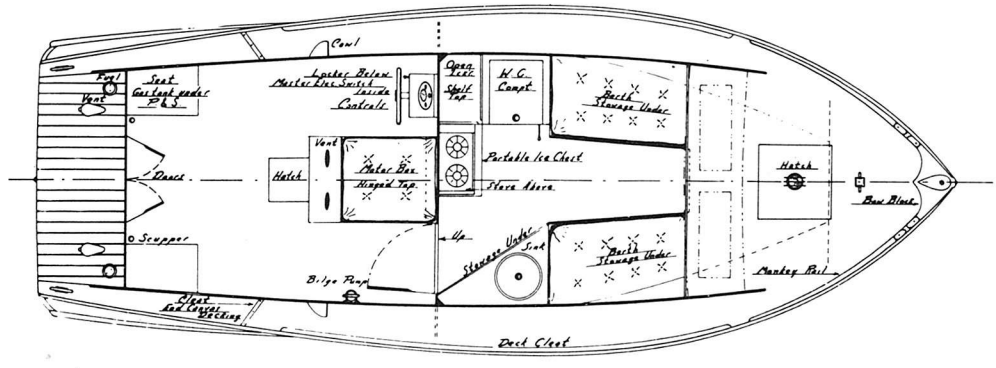
Designed by Charles M. Ungerbuehler

PLANS AVAILABLE
Write Universal Motor Company

This trim little cruiser has been created by Charles M. Ungerbuehler, New Castle, Delaware, principally for those who are interested in a quality boat of the smaller size which makes it possible to enjoy carefree cruising at relatively modest cost. Nicely designed into its small size of 21' 6" x 8' x 2' is an amazing number of conveniences. Forward are two full-length bunks with space for storing lines and blankets underneath. Aft on the port side is the very workable galley. On the starboard side is the toilet compartment. Powered by a Universal 65 h.p. Unimite Four, a cruising speed of 14-15 m.p.h. is obtained. Fuel consumption is three gallons or less per hour. Construction is planked batten seam with white oak framing and either cedar or mahogany planking. The hull is of V-bottom form with both flare and flam for dryness and beauty of line.

She has been designed for amateur or professional construction and plans are available.

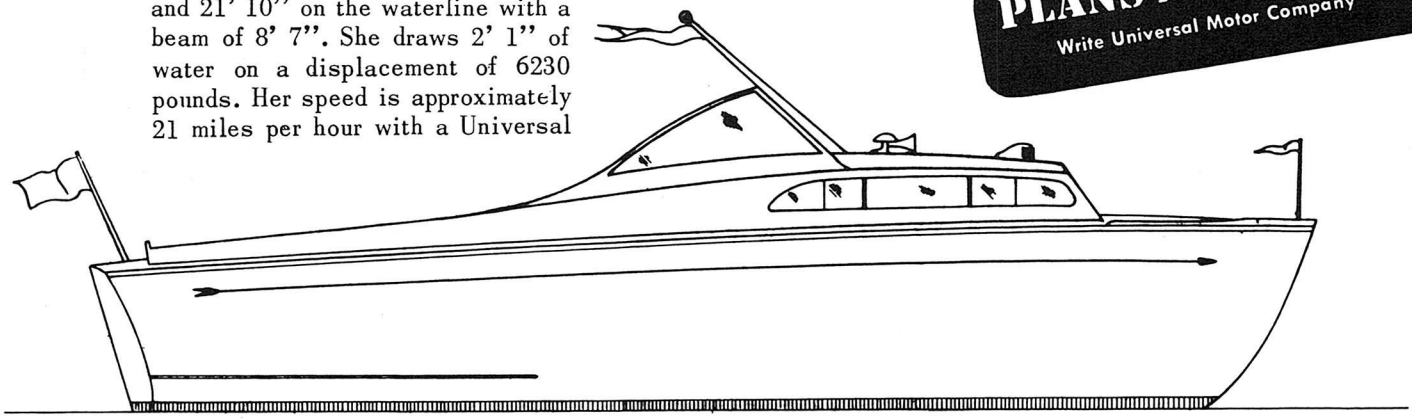


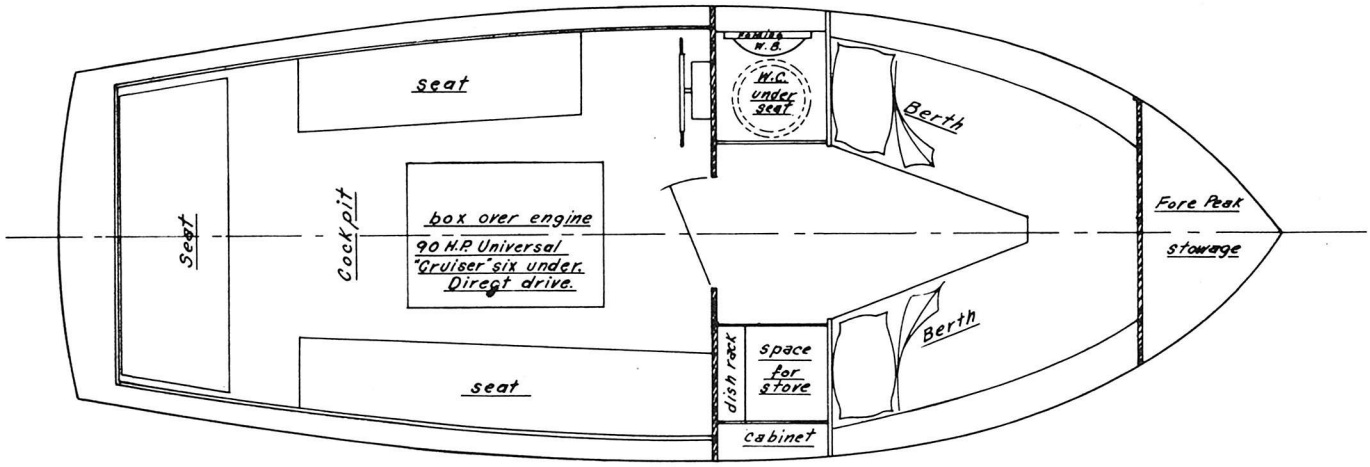


25-Foot Express Cruiser by Stamos

This little cruiser by Chris Stamos was intended for overnight cruising for two people although the cockpit could be arranged to accommodate another couple. It is 25' over-all and 21' 10" on the waterline with a beam of 8' 7". She draws 2' 1" of water on a displacement of 6230 pounds. Her speed is approximately 21 miles per hour with a Universal "Cruiser Six" 90 horsepower marine engine with a direct drive. A small galley, folding wash basin and water closet are provided.

PLANS AVAILABLE
Write Universal Motor Company

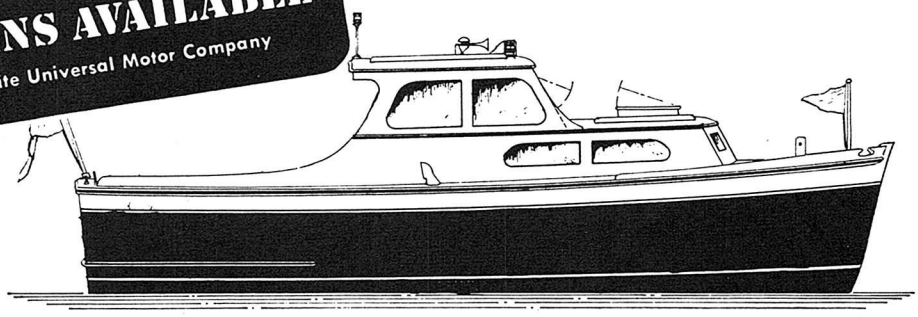




Cruiser by Millett

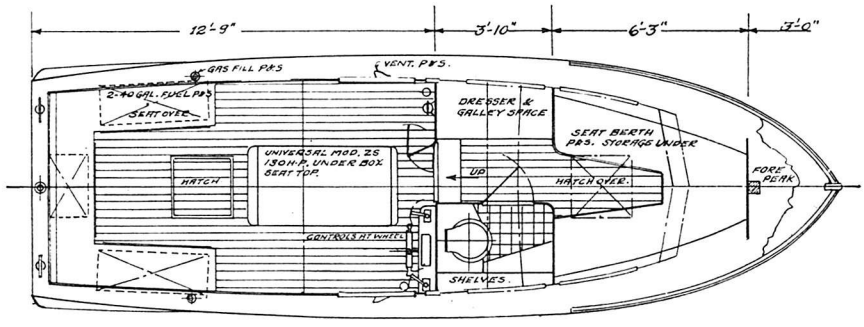
25'11" x 24'2" x 8'6" x 2'3"

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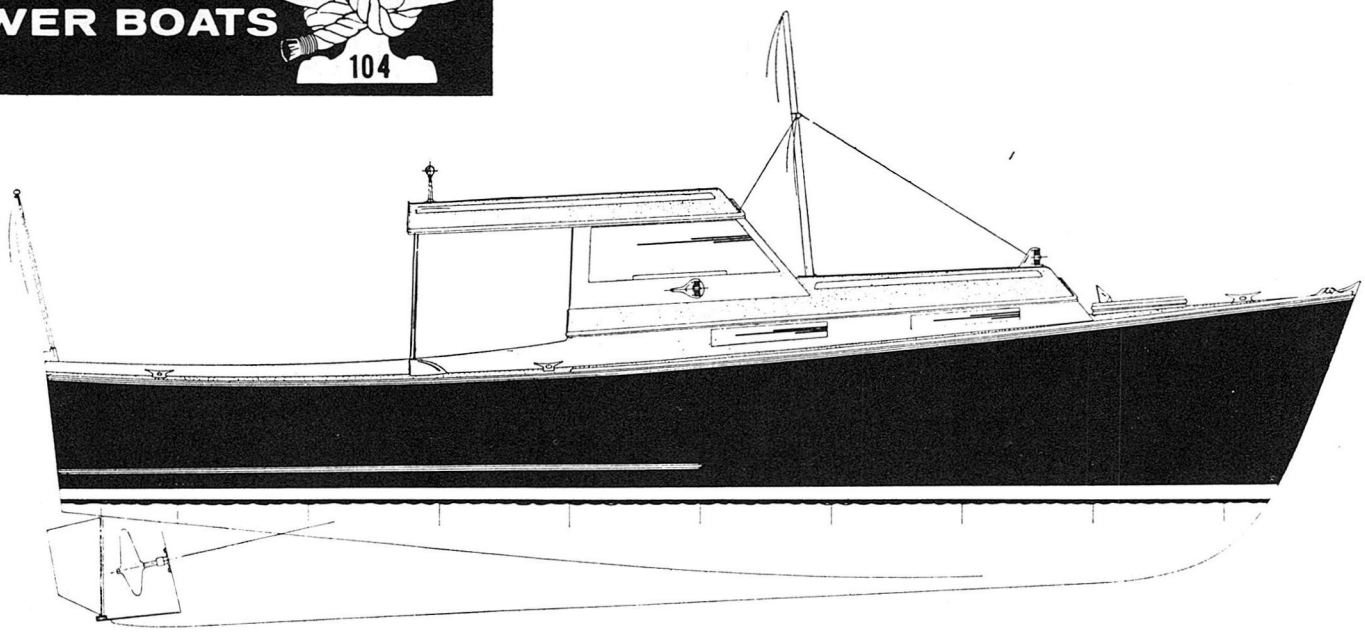


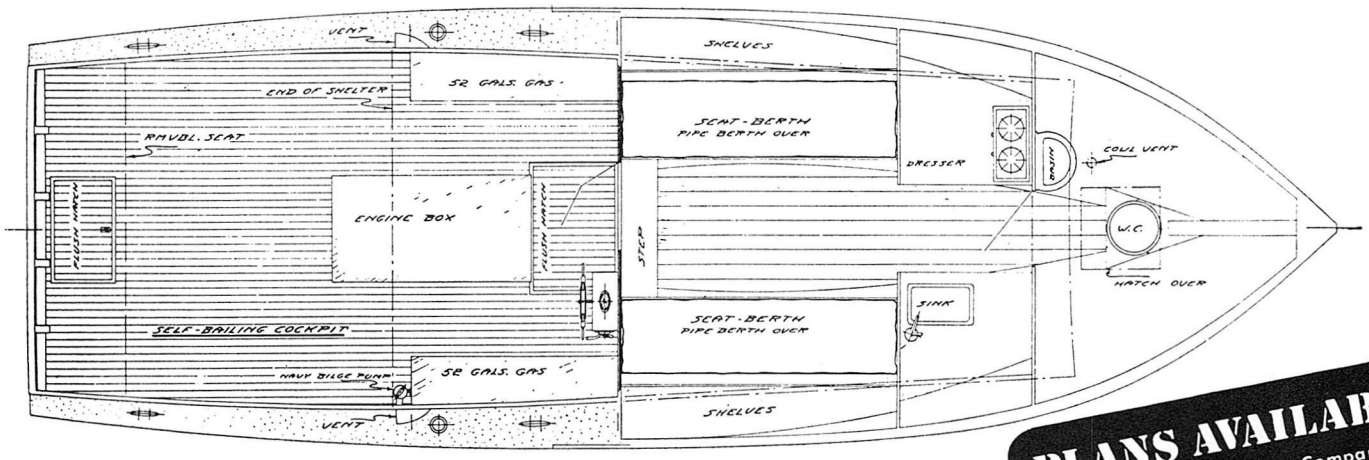
THE plans shown, by W. H. Millett of Eliot, Me., are for an attractive small cruiser which also could be used for fishing by eliminating the after seat. Her dimensions are 25 feet 11 inches over-all, beam 8 feet 6 inches, and draft about 2 feet 3 inches. Power specified is a model ZS 130 horsepower Universal direct drive motor.

The boat has an attractively styled trunk cabin and steering shelter. Forward there are two seat berths, with cooking space to port and enclosed toilet to starboard. The cabin has 6 foot headroom. All controls are arranged on the starboard side and the motor is under a box in the cockpit which is easily removable, giving good access. A fuel supply of 80 gallons is carried.



Courtesy RUDDER MAGAZINE





PLANS AVAILABLE
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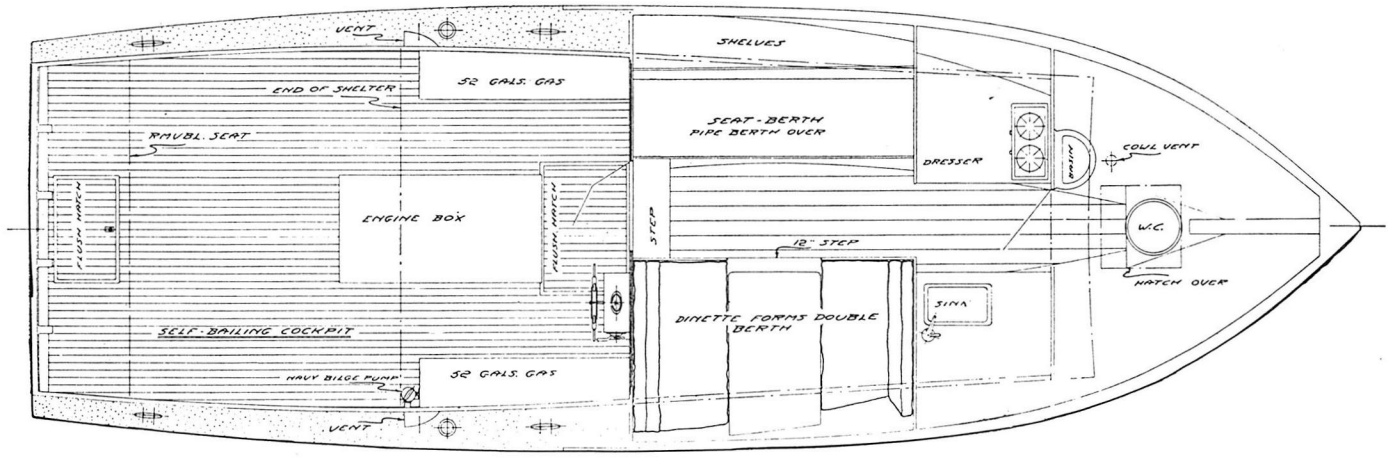
Stock Cruiser by Bolger

30'2" x 10'1" x 2'10"

PHILIP C. BOLGER, 250 Washington St., Gloucester, Mass., reports there is much interest in this thirty footer that he designed and he says she will probably become a stock boat.

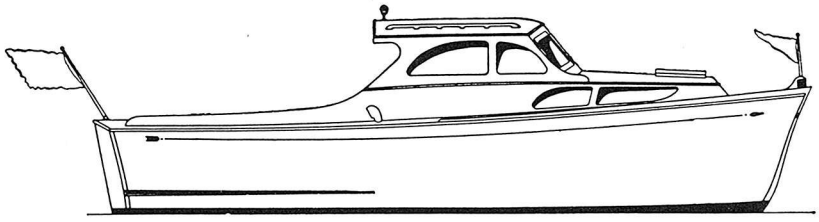
The power plant is the Universal Explorer Six, developing 95 horsepower with 2.52 to 1 reduction gearing, which will give the boats a ten knot cruising speed with a knot or two in hand.

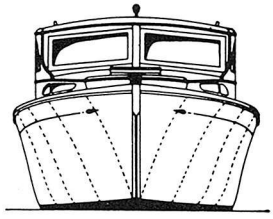
Planking is 1 inch cedar strip, edge nailed and glued, the strips being milled hollow-and-round for increased gluing surface. The frame is of oak, the decks and houses covered with Celastic. The finish is plain for easy maintenance and the hull is modeled to be economical at cruising speed. The boats are of the full bow shape that is becoming popular in Maine workboat circles and will be good sea boats. Optional cabin plans are shown.

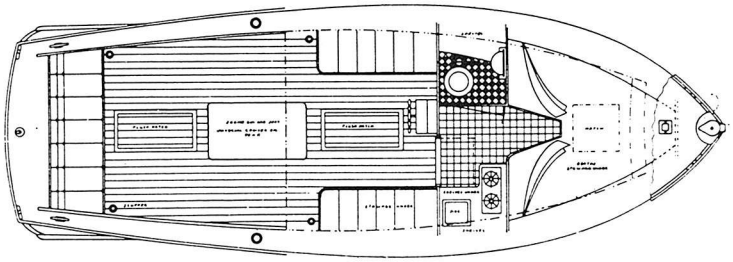


Courtesy RUDDER MAGAZINE

STOCK PLANS FOR A 26-FOOT CRUISER

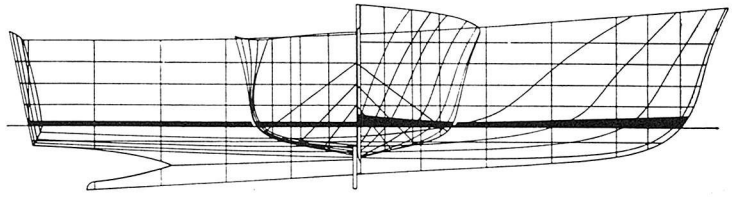


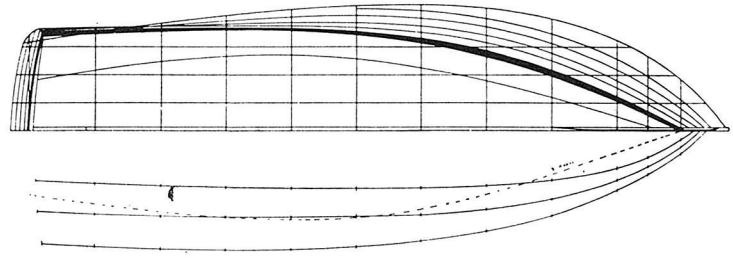




L.o.a., 25'9" *Beam, 9'0"*
Draft, 2'3" *Speed, 15-17 m.p.h.*
Power, Universal 90 hp.

PLANS AVAILABLE
Write Universal Motor Company

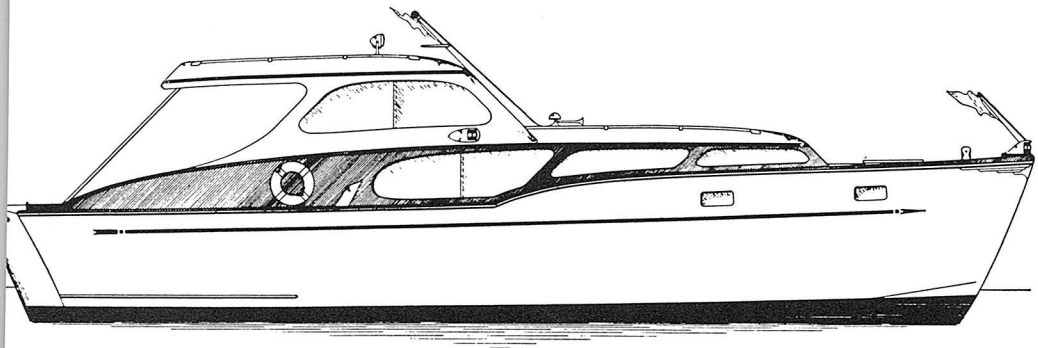




MELVIN J. BRIGGS, Box 21, Cranston 10, R.I., offers stock plans of this nice-looking round-bilge cruiser, 25'9" long. She can sleep four, with a double berth forward and two settee-berths under the cockpit shelter, and has an enclosed toilet and small but fully equipped galley plus a large cockpit, for a boat of her size. A 90-hp. Universal is expected to drive her at 15-17 m.p.h.

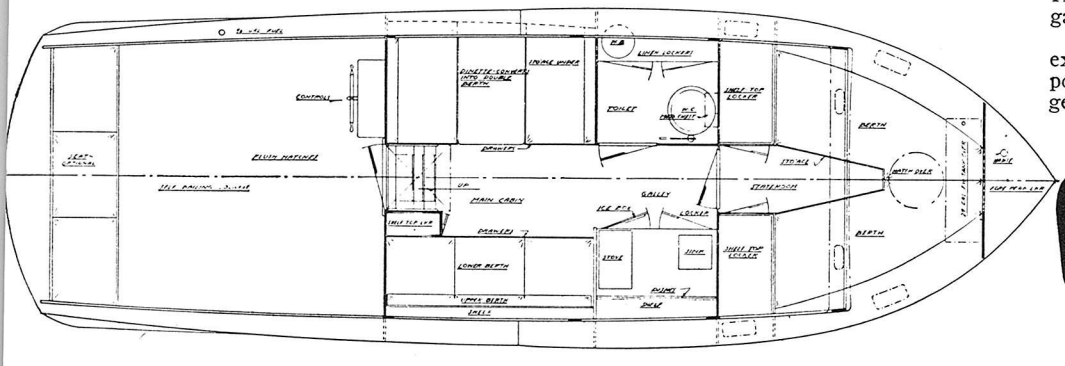
Specifications call for cedar or mahogany planking over oak frames with canvased plywood deck, mahogany superstructure and non-ferrous fastenings. Changes in the arrangement plan can easily be made to suit individual owners' requirements. The lines show a hard turn of the bilge and flat buttock lines back to a broad stern, while forward she has a sharp entrance and generous flare. The working plans are offered to amateur or professional builders at $20 per set.

Courtesy YACHTING MAGAZINE



Steel Cruiser

31'9" x 28' x 10'1" x 2'6"

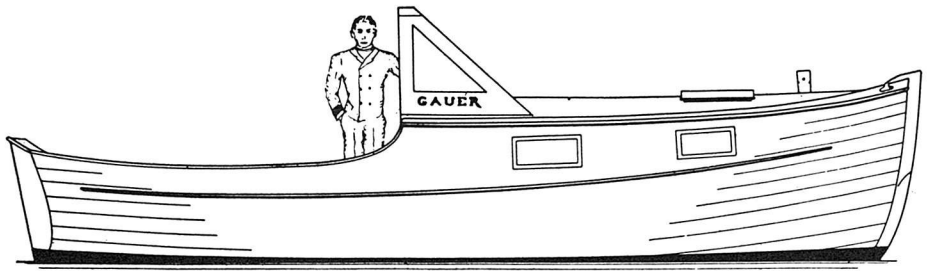


JOHN B. CLARK, Box 51, Bay Village, Ohio, designed this cruiser as a stock plan. The designer states she will be extremely seaworthy and comfortable for six people and will provide plenty of protection in inclement weather. Mahogany is specified for the cabins and all joiner work follows conventional patterns. Her hull is 11-12 gage steel plate. Fuel capacity is 96 gallons, fresh water capacity is 29 gallons.

Speeds up to 20 miles an hour may be expected with twin Universal 105 horsepower marine engines with 2 to 1 reduction gears.

PLANS AVAILABLE
Write Universal Motor Company

Courtesy RUDDER MAGAZINE



Cruiser for Canals and Rivers

WHEN my brother Gene wrote me from Germany about the fun he was having cruising in the rivers and canals of France and Germany and mentioned his desire for a boat of his own for this purpose, I sent him a set of prints of the outboard cruiser Striper (THE RUDDER, July, 1954).

In his reply he spoke politely of how nice a boat she appeared to be, but he said he had in mind something a bit different. For canal service speed was no object and he would prefer an inboard engine with its economy on fuel, plus a hull that was shaped for low to moderate speeds. She could be somewhat on the heavy side for solid feel and taking the bumps in the canals. Furthermore when he returned to the United States he was afraid he would have duty in the Pentagon again and want the boat for evenings on the Potomac where the object was merely to get away from it all for a while. Speed was hardly a necessity there either.

However, the general size of Striper was about right for cruising two persons and taking out a larger day party. And her trailerable size, hoisting sling, and so on seemed well worth while for the economy of berthing her at home during layup, not to speak of the possibility of sneaking a couple of weeks in Florida during the winter.

Such an eminently sensible specification seemed more interesting the more I thought about it as it summed up pretty well my own ideas on small motor boats. A search of the files showed there was no boat on the market that would meet it. There seemed nothing for it but to stick my neck further into the motor boat business.

The first time around produced a 22 foot hull that took full advantage of the low speed to exhibit lines of more grace and seaworthiness than those of the flat sterned models now in vogue. But critical inspection of this boat, coupled with her intended use, showed that she may have gone a little too far in this direction. With all its faults the flat sterned "bathtub style," as a designer friend of mine calls is, does have a fine feature in the large after cockpit that the shape affords. Space for four deck chairs and a table seemed to be about the acceptable minimum in this department for evening picnics on the river. Then, too, though the trial lines were superior in seaworthiness the fact remained that her expected duties hardly called for such ableness.

Another design was undertaken to embody the two concepts, Striper on one hand and the trial lines on the other. A fortunate chance to visit with William Garden in Seattle at that time gave opportunity to inspect some work he had done along this line. It was encouraging to see that he had drawn such a trend bucking type. Several of his suggestions are incorporated and gratefully acknowledged.

The result herewith seems to fill the bill. She is made a bit longer to be sure that the inboard motor box does not spoil the cockpit room. With no reaching for the last knot of speed, the lines can be eased a good deal from the uncompromising flatness demanded by high speed performance. Her displacement can be larger too, even to the point where some inside ballast would be advisable, thus contributing to the solid feel of the boat.

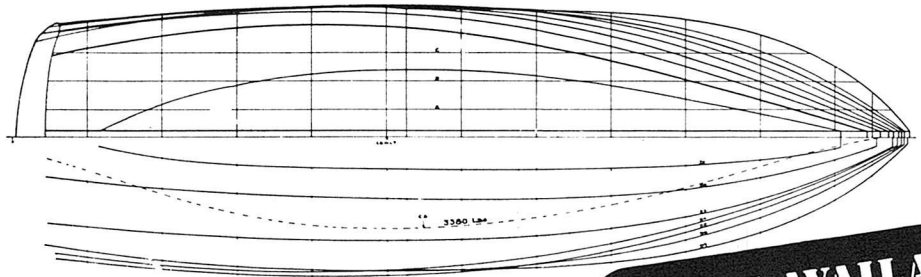
She carries the raised deck of Striper for the simple reason that such a small craft with trailerable beam cannot stand the reduction of room that side decks demand. Aft she is flat enough to give the big cockpit desired, yet does not make a great show of it. The windshield is uncompromisingly high and square for the purpose of butting a man sized hole in the wind. It is high enough to take a navy top or even a full length awning and still have full headroom for a man sized man. Incidentally that figure drawn in the cockpit is six feet two. Have you ever noticed how boat sellers always hire the smallest models they can get in order to make their boats look big while the car makers get the tall girls to make their products look small?

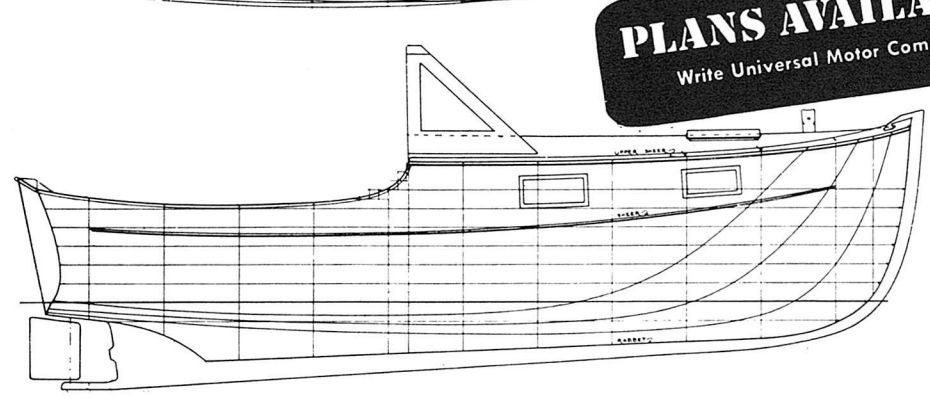
I told Gene he might as well put a good wide seat aft because the passengers will congregate there willy-nilly like they do on all small craft to the ruination of the hull trim and the searing of the designers' soul.

An engine of about 25 horsepower is recommended, like the Universal Utility Four. It is as slow a speed as you can get these days even if it is not slow enough to give an exhaust that chuckles instead of roars, a factor in relaxed boating that has been grossly neglected. With this power she should do 9 to 10 knots and cruise economically at 8.

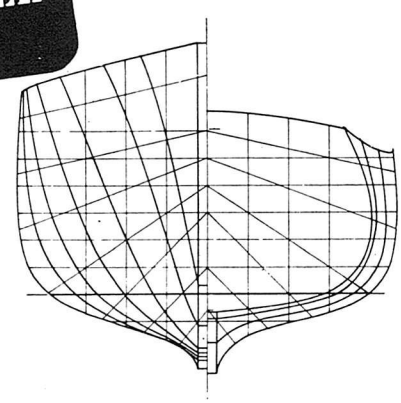
Maybe there are some other boatmen besides Gene who measure their pleasure on the water in hours instead of miles and who would be interested in something like this. Certainly she fills a distinct gap in present day offerings.

R. P. BEEBE





PLANS AVAILABLE
Write Universal Motor Company



Courtesy RUDDER MAGAZINE

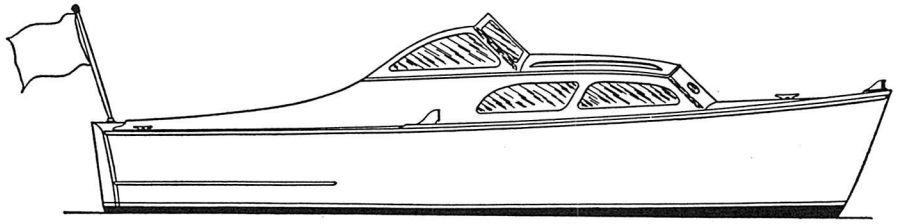
PLANS AVAILABLE
Write Universal Motor Company

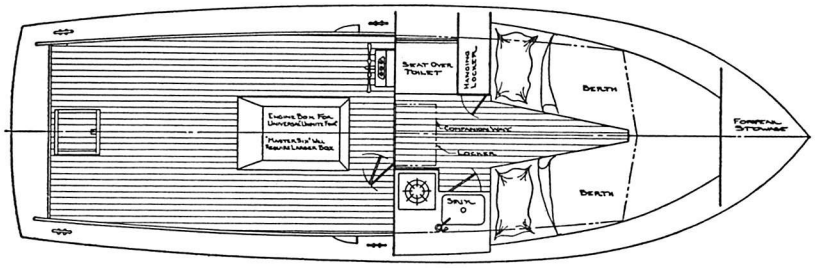
STOCK PLAN FOR A 22-FOOTER

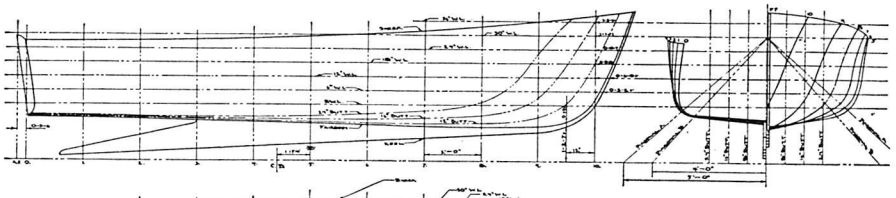
L.o.a., 21'9" *L.w.l., 20'0"*
Beam, 7'2" *Draft, 1'10"*
Power, 65 hp. or 105 hp. Universal
Speed, 21-30 m.p.h.

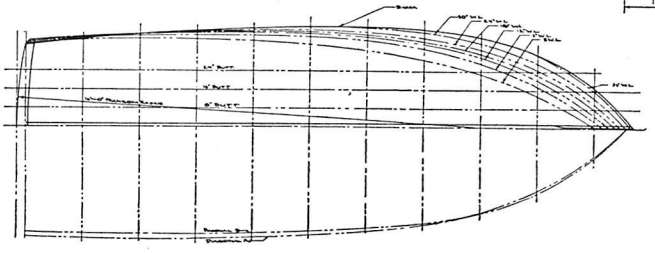
DAVID P. MARTIN, 740 North Massachusetts Ave., Atlantic City, N.J., offers the plans of this speedy 22′ cruiser on a stock basis to builders, either amateur or professional. The boat was designed for short fishing trips, day cruising and occasional over night cruises, and has two berths, a small galley, a boxed-in toilet and a large cockpit. A Universal Unimite Four engine is expected to drive her 21 m.p.h, while a 105-hp. Universal Master Six should give 30 m.p.h.

Though of round bilge construction, she has flat floors and buttock lines and hard turn of bilge similar to those of fast V-bottom boats. She is designed to be carvel-planked with either cedar or mahogany over steam-bent oak frames. The long, raking deadwood provides protection for the screw and rudder, but is cut away aft to allow a flow of solid water to the propeller. No fixed ice or bait boxes are shown, as the designer considers the portable type more suitable for a boat of her size.

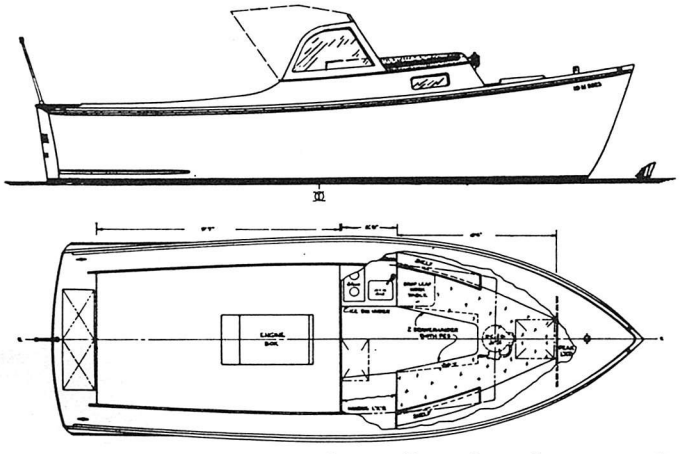








Courtesy YACHTING MAGAZINE



This Nielsen cruiser has a perky profile and good accommodations for day sailing, overnight cruising or sport fishing.

20 mph Nielsen Cruiser, 23 ft.

Designed by WM. R. NIELSEN, JR., *P.O. Box 1081, South Miami, Florida.*

DIMENSIONS: L.O.A. *23 ft.* L.W.L. *21 ft. 4 in.* BEAM: *8 ft. 7 in.* DRAFT: *2 ft. 3 in.* POWER: *Choice of Universal Unimite Four 65 hp or 105 hp Master Six, both with reduction gears.* ESTIMATED SPEED UNDER POWER: *16 to 20 mph.*

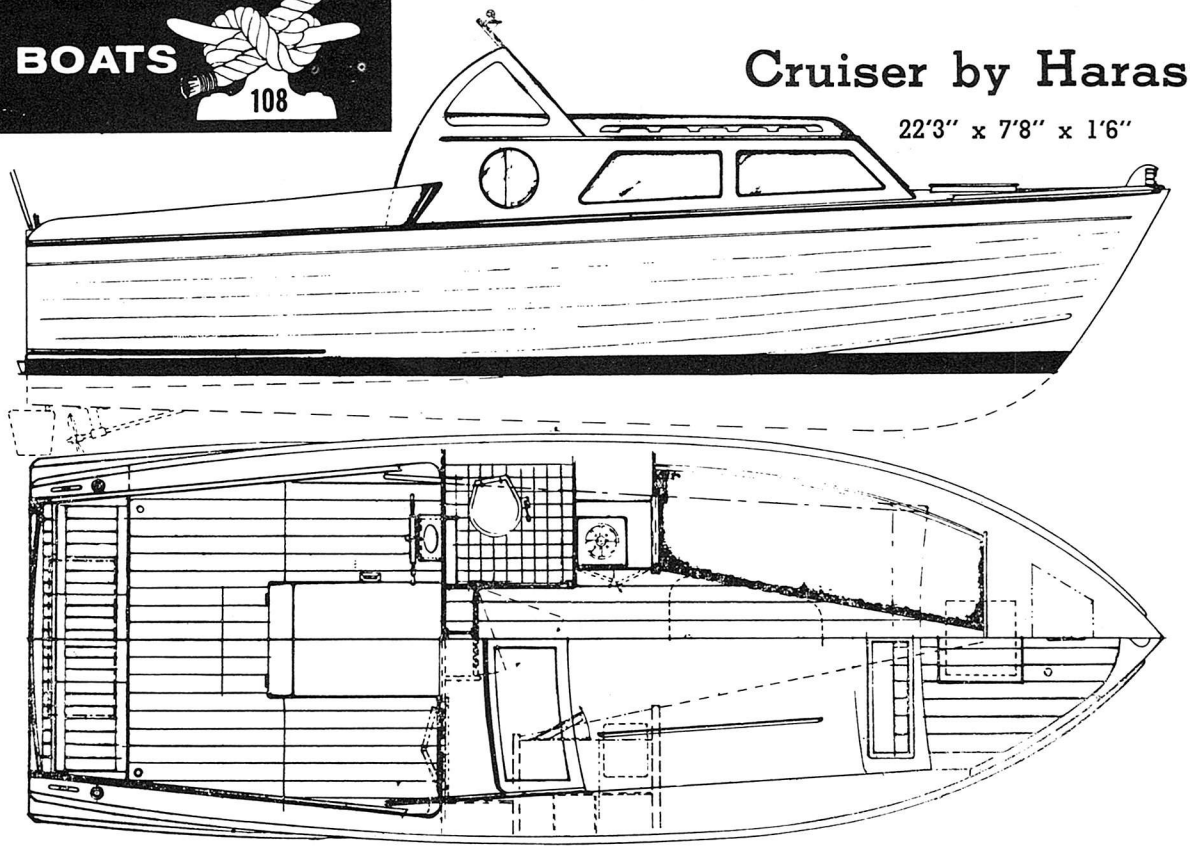
TWO OF THESE little cruisers are being laid out by home boat builders in Miami to be strip built of 1 in. stock. There are no frames, but several bulkheads and half bulkheads. Molds will be set up outside the hull, making it easy to square and remove after planking.

She has a deep forefoot and easy entry but a flat run that should use her power well and pick her up in choppy water.

Courtesy BOATS MAGAZINE

Cruiser by Harasty

22'3" x 7'8" x 1'6"



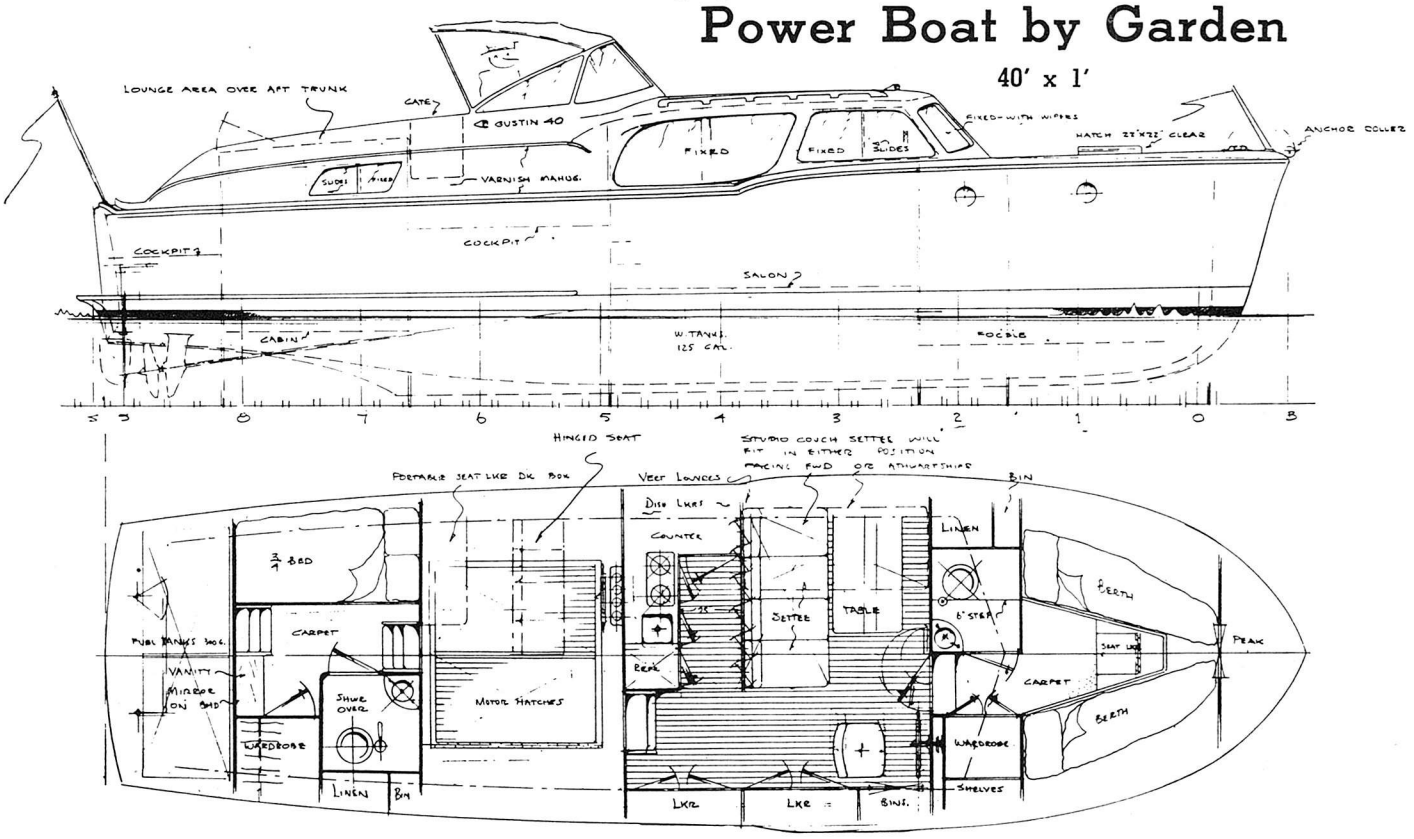
VICTOR HARASTY designed this cruiser for Teakwood Products Co., 2-08 148th St., Whitestone, N. Y. The boat is built entirely of teak and her planks are all copper riveted.

The company states the boat was well built in India, which has a fine tradition of yacht building and where teak is obtainable cheap. Known as the Mark XXII, she has an enclosed toilet, a galley, two berths and many items which are normally considered extras.

The engine is optional and may be from 60 to 115 horsepower. Measured speed with a 60 horsepower engine is 22 miles an hour and with a 100 horsepower engine comes close to 30 miles an hour.

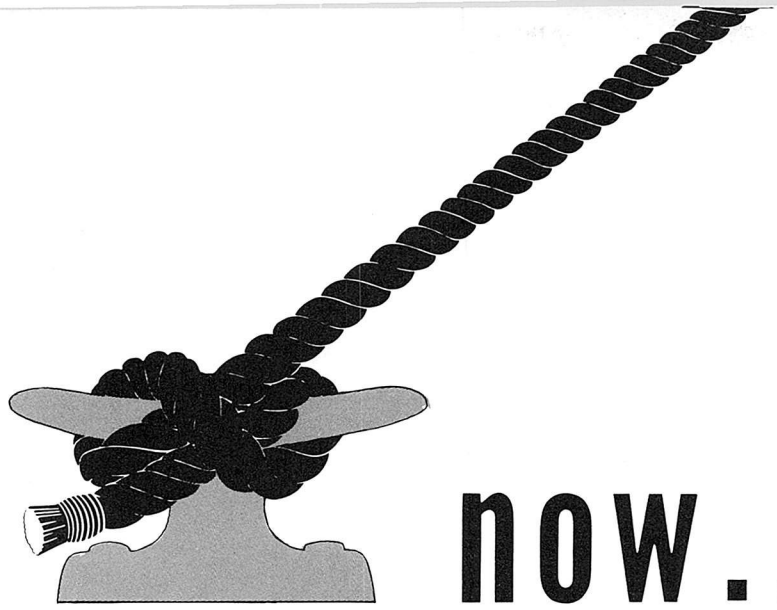
Power Boat by Garden

40' x 1'



THIS twin screw motor cruiser was designed for Nelson Gustin of Palo Alto, Cal., by William Garden, 2620 Commodore Way, Seattle 99, Wash., and is to be built in Japan as a stock boat called Gustin 40. She is of single plank construction, with round bilge and bent oak frames, and can be powered for cruising speeds to 20 knots. The general arrangement is interesting, with a galley in the main deckhouse divided from the main seating area by adjustable louvers which allow the cook to become one of the party while under way. The forward cabin has two berths, a wardrobe and an ample toilet room. The after cabin has a three-quarter bed and a toilet room with shower, plus a large wardrobe and vanity.

Courtesy RUDDER MAGAZINE



now...

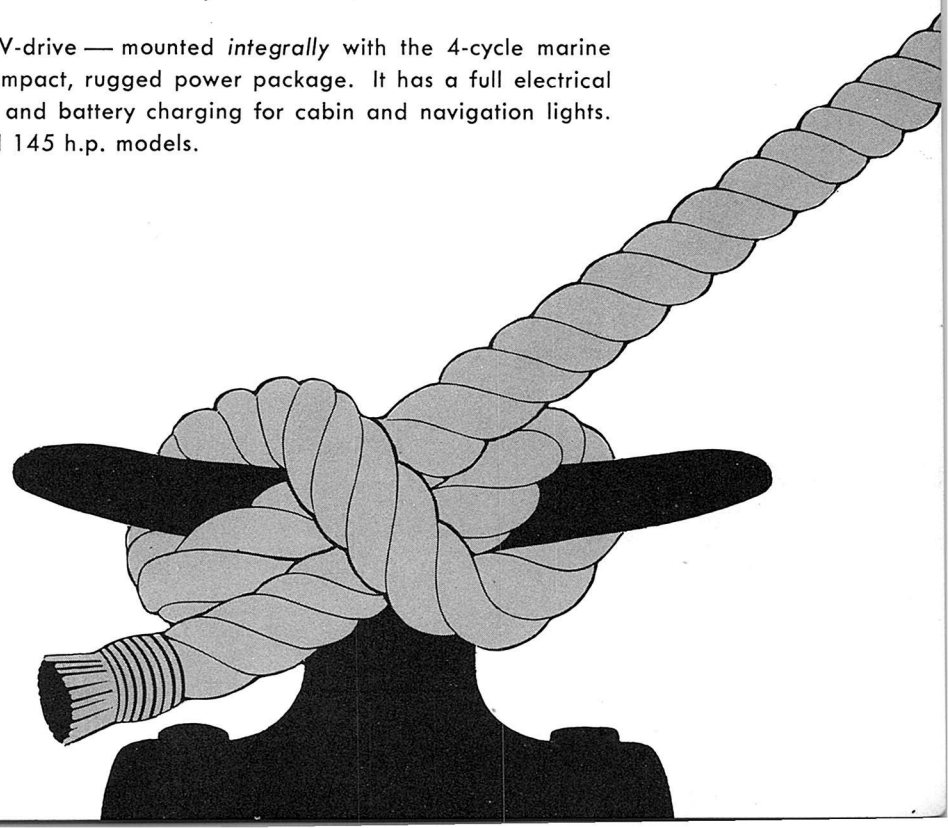
FOR THE VERY NEWEST IDEA

IN BOAT POWER AND PLEASURE...

this special section of 25 New V-Drive Boats

Get set for a revelation in small boats and small-boat power. The following pages introduce 25 fascinating new designs, all planned for new Universal Aqua-Pak — the long-awaited *practical,* stern-installed inboard marine engine for small boats. It makes possible faster, cheaper boating and adds to room aboard . . . and permits a new ease and economy of installation. Most of all, it puts dependable, smooth, quiet *inboard* marine power within reach of every boat owner.

Aqua-Pak is a 100% marine V-drive — mounted *integrally* with the 4-cycle marine engine to form a complete, compact, rugged power package. It has a full electrical system for push-button starting and battery charging for cabin and navigation lights. Offered in 25 h.p., 65 h.p. and 145 h.p. models.



23-Ft. Aqua-Pak Cruiser by William Deed

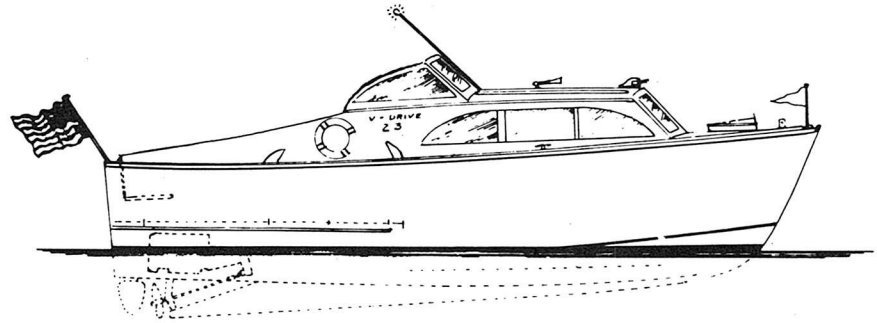
Here is a cruiser of popular size and accommodations. She promises to be equally as popular as the 22-foot cruiser by William J. Deed, Perth Amboy, N. J., shown in the previous edition of "Boats Today," of which design hundreds were built.

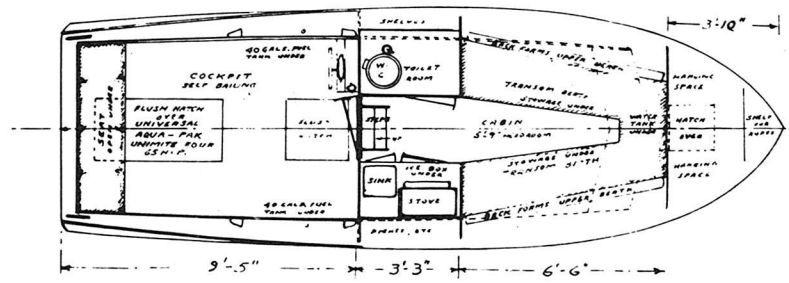
Length over-all . . . . . 23'
Beam . . . . . 8'
Draft . . . . . 2' 3"
Power . . . . . *Universal Unimite 65 h.p. V-Drive*
Gear Ratio . . . . . *1:29 to 1*
Speed . . . . . *18-19 m.p.h.*

PLANS AVAILABLE
Write Universal Motor Company

There is a full 5' 9" headroom with sleeping accommodations for four and separate enclosed toilet. And because of the use of V-Drive Aqua-Pak aft, the engine is out of the center of boat, providing a wonderful galley opposite "head" at the aft end of the cabin.

With the Universal Unimite Four 65 h.p. Aqua-Pak, she will make about 18 m.p.h. smoothly and quietly because of the location of her driving power aft. Two 40-gallon fuel tanks are under the flush cockpit floor. The engine is under the floor, also, with flush hatch over. It would be difficult to imagine a cruiser with the comfort and cruising accommodations, the quiet, economical speed of this boat in any other small craft.

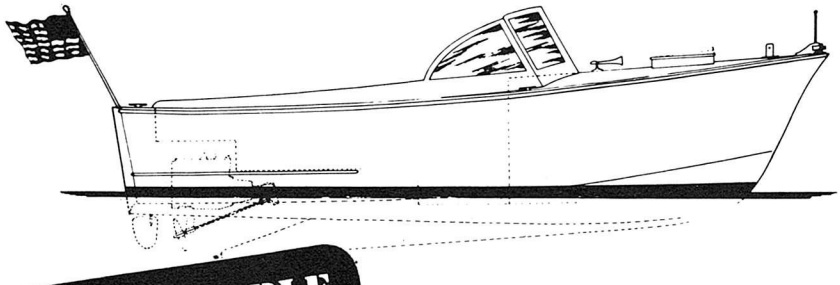




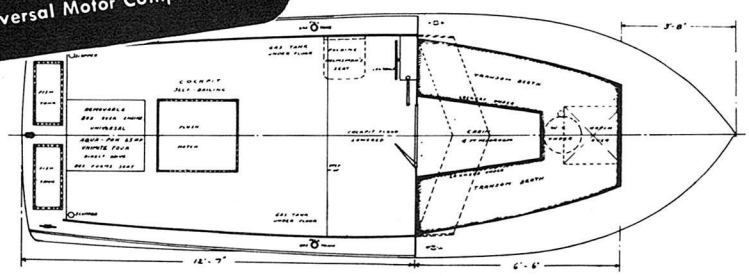
Jersey Coast Sportster by William J. Deed

Length over-all . . . . . 22' 9"
Beam . . . . . 7' 11"
Draft . . . . . 2' 2"
Power . . . . . *Universal Aqua-Pak V-65 h.p.*

Sportsmen and fishermen will welcome the addition of this 22' sportster, a standardized model by the L. & B. Marine Coast of East Keansburg, New Jersey. This model is planned for the man who appreciates the quietness and unobstructed cockpit of the Aqua-Pak driven boat.



PLANS AVAILABLE
Write Universal Motor Company



Design shows liberal freeboard and flare of the forward sections, something that will be appreciated in rough water. Also, the double-planked bottom and high chine will add to her safety when out in bad weather. Planking is Philippine mahogany batten seam.

Headroom is 4' with sitting height over the transom berths. Fish tanks are under the aft decks. There is space for rod holders and fishing gear in the self-bailing cockpit. She should meet hardy reception by boatmen all along the coast and her quiet operation with Aqua-Pak V-Drive will be no small part in making her popular.

"Mystic Aqua-Rex" by Howard M. Smith, Jr.

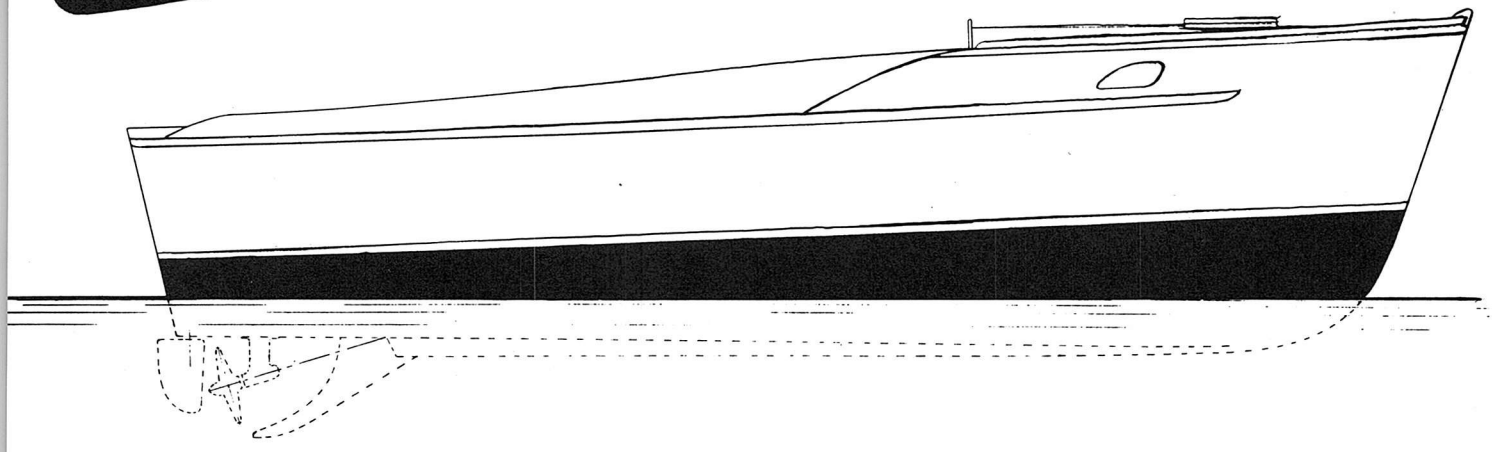
Length over-all . . . . . 19'
Beam . . . . . 7'
Power . . . . . *Universal Aqua-Pak V-65 h.p.*
Gear Ratio . . . . . *1:29 to 1*
Speed . . . . . *25 m.p.h.*

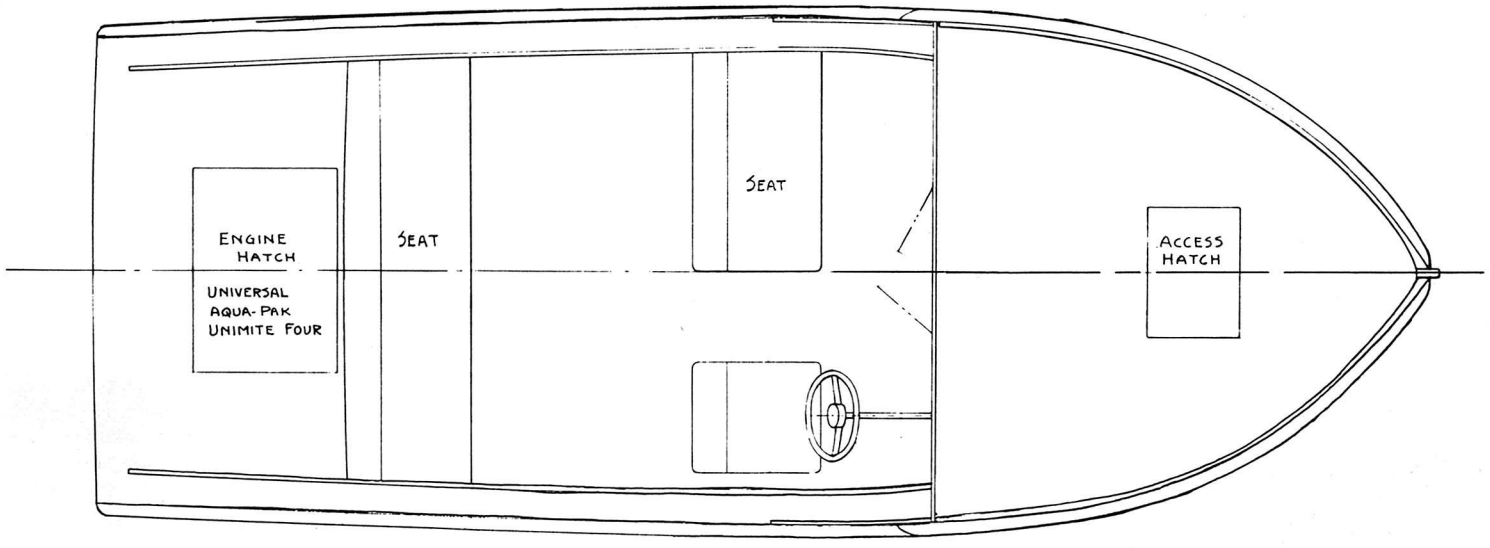
PLANS AVAILABLE
Write Universal Motor Company

Howard M. Smith, Jr., Pumpkin Hill Road, Mystic, Connecticut, presents a light, fast, dry, easy riding and safe round-bottom hull with shelter cabin. This little boat is suitable for use as a runabout, for fishing, or with cabin extended for cruising. There is space for toilet, small stove, etc., under the forward raised deck. Windshield and folding top may be added.

Hull may be double diagonal planked or Fiberglas. There is a rugged skeg, independent of shaft, to protect the propeller and rudder.

The Aqua-Pak Unimite Four engine installed at the transom provides a large cockpit area for daytime parties. It also may be installed further forward for added space at the stern for fishing chairs, etc.



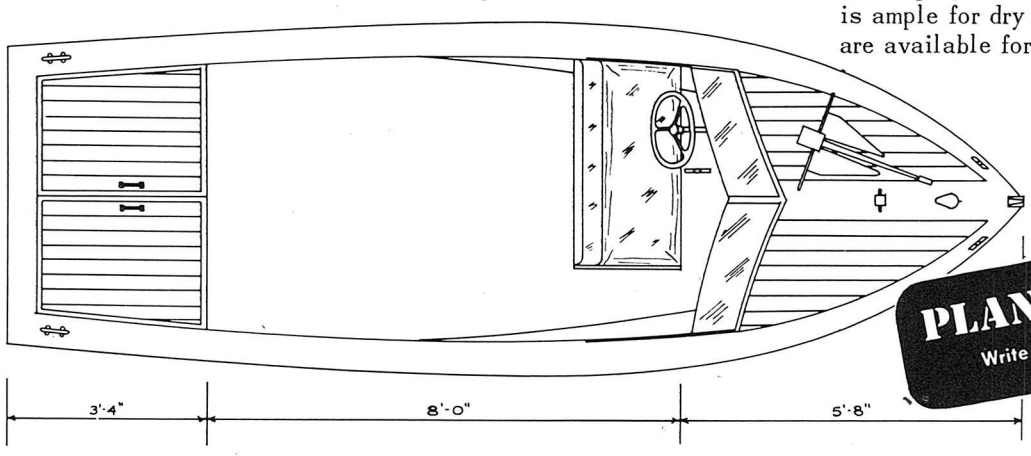


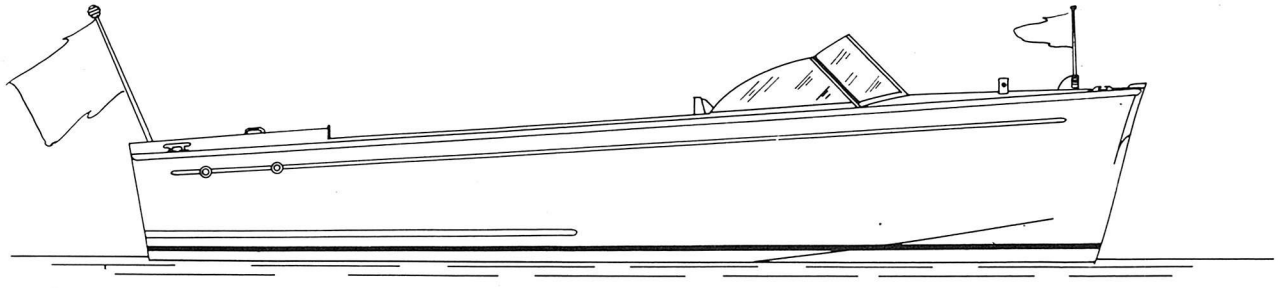
V-Drive Runabout by Menschik

Length over-all. . . . . 17'
Beam . . . . . 6'
Draft . . . . . 1' 7"
Power. . .Universal 65 h.p. V-Drive
Speed. . . . . 35 m.p.h.

This 17' utility boat is suitable for fishing, water skiing or just spending the day on the water. Powered by a Universal Aqua-Pak 65 h.p. V-Drive engine, a top speed of 35 m.p.h. is obtained.

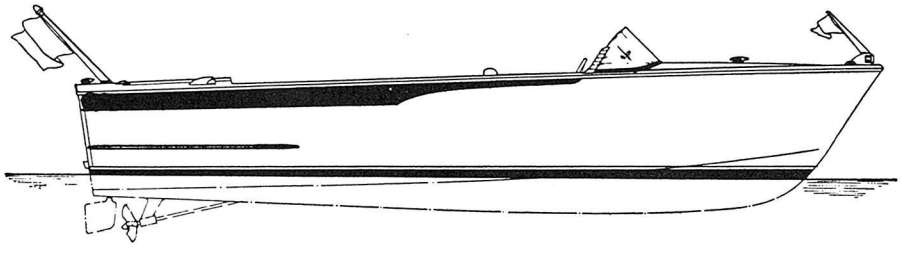
Hull lines are developed for plywood planking. However, conventional planking may also be used. Her light weight and shoal draft make her ideal for trailing from one boating spot to another. Freeboard is ample for dry riding. Stock plans are available for home building.

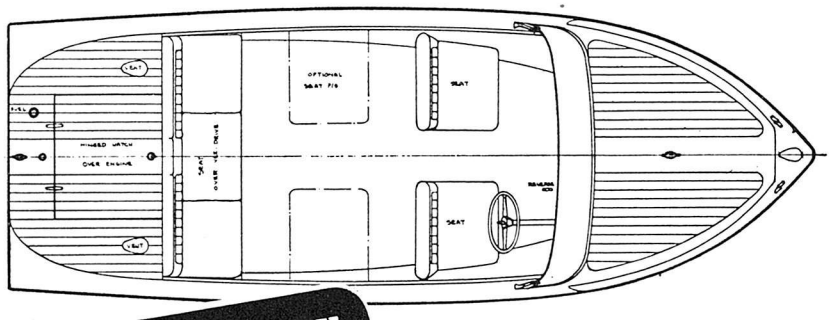




PLANS AVAILABLE
Write Universal Motor Company

DESIGNED FOR A NEW POWER PLANT





PLANS AVAILABLE
Write Universal Motor Company

L.o.a., 18'8" *Beam, 6'10"*
Draft, 1'8" *Speed, 30 m.p.h.*
Power, Universal 65-hp. Unimite V-drive

A. M. DEERING & SON designed this 18'8" V-bottom runabout to the order of the Universal Motor Co., specifically to accommodate the new Universal Aqua-Pak 65-hp., V-drive, gasoline engine described in the September issue of YACHTING. Developing its top power at 3400 r.p.m., the engine drives this boat at approximately 30 m.p.h.

The hull carries its beam all the way aft to support the weight of the engine (450 lbs. without the V-drive unit) and 20-gal gas tank under the after deck. She has seating arrangements for either five or seven, depending on whether the midship seats are installed.

The boat was built by Dunphy Boat Corp., of Oshkosh, Wis., with white oak stem, keel and frames, mahogany plywood planking, and brass and bronze fastenings, and is used as a demonstrator by Universal. The V-drive unit, which is available in a choice of gear ratios, permits installing the engine aft, where it leaves the cockpit clear for the comfort of the passengers and keeps engine noise to a minimum.

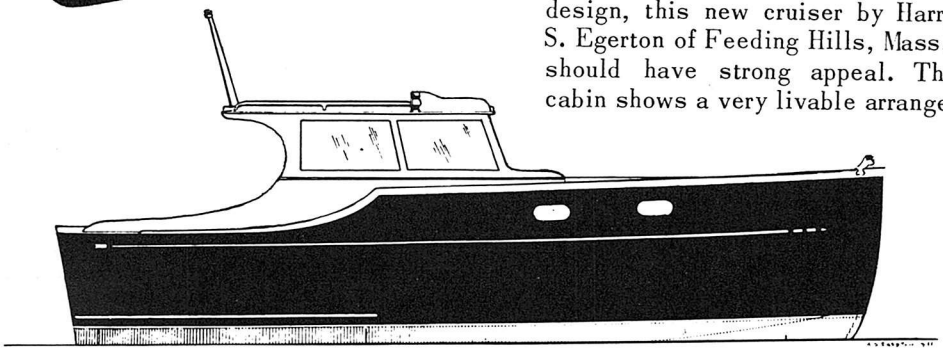
Courtesy YACHTING MAGAZINE

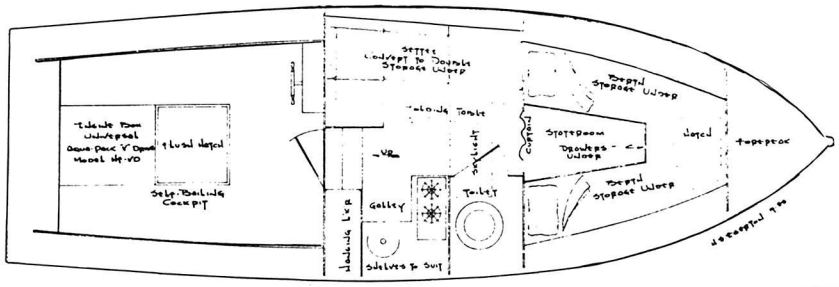
Raised Deck Cruiser with Interesting Cabin Arrangement

PLANS AVAILABLE
Write Universal Motor Company

Length over-all . . . . . 26'
Beam . . . . . 8' 6"
Draft . . . . . 2'
Power . . . . . *Aqua-Pak V-65 h.p.*
Speed . . . . . *14-15 m.p.h.*

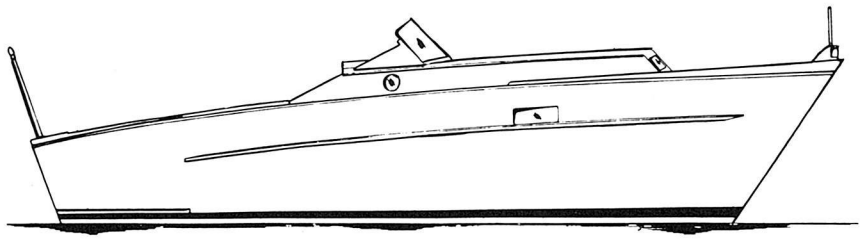
For all the lovers of raised deck design, this new cruiser by Harry S. Egerton of Feeding Hills, Mass., should have strong appeal. The cabin shows a very livable arrangement with separate quarters for sleeping. There are enclosed toilet, a fine galley of ample size, convenient, convertible settee in the dining area.

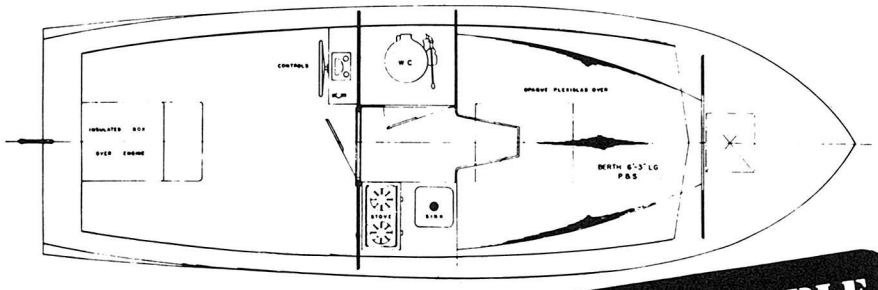




Of V-bottom form, construction will be simple and strength great, which is inherent in raised deck types. While there is not full standing headroom in the cabin, an expensive commodity, there is more than ample sitting room. There is 6-foot headroom under the bridge top. Powered by the 65 h.p. Universal Aqua-Pak, she will cruise economically all day at 10 miles per hour and will continue to make good that speed when her faster "mill pond" sisters are slowed down to prevent pounding. The Unimite Four V-Drive is installed aft under the flush, self-draining cockpit floor. The use of V-Drive in this case means there's no engine in the cabin to take up room.

Designed for Aqua-Pak by D. S. McGinnis





Length over-all . . . . . 21'
Beam . . . . . 7'
Speed . . . . . *18 to 20 m.p.h.*
Power . . . *Aqua-Pak V-Drive 65 h.p.*
Gear Ratio . . . . . *1:29 to 1*

This "Nautic-Gal" cruiser has been designed by D. S. McGinnis, Sturgeon Bay, Wisconsin, especially to accommodate the new Universal Unimite 65 h.p. Aqua-Pak V-Drive. She has been developed for easy building with the absence of large windows in the trunk intended to help the amateur builder by the use of opaque Plexiglas for admittance of light. Construction calls for seam battened bottom and topsides with planking of mahogany and framing of oak. Marine plywood is extensively used throughout. A plywood counterpart also utilizing the Aqua-Pak V-Drive engine is offered for those who prefer this type of construction.

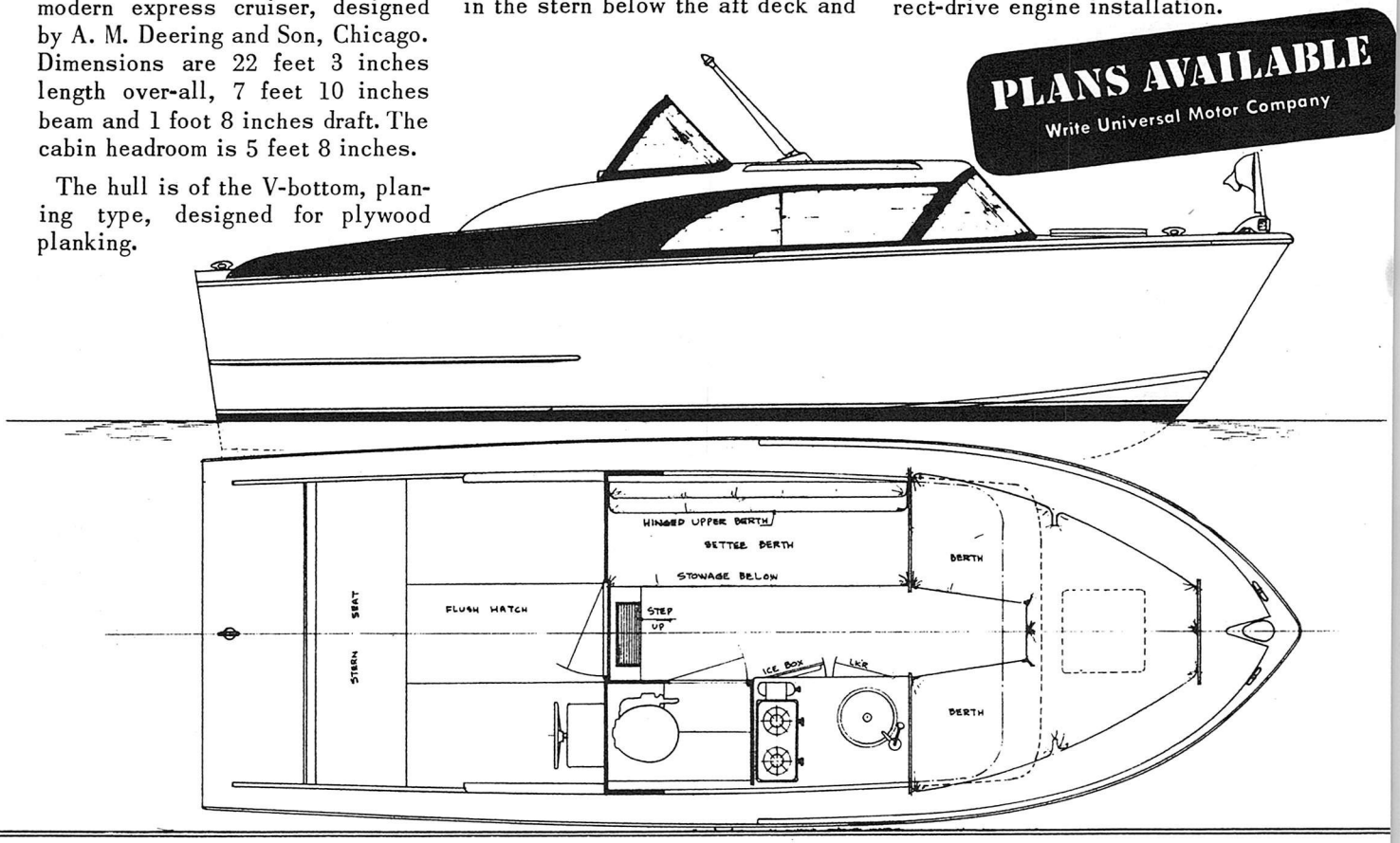
PLANS AVAILABLE
Write Universal Motor Company

Deering Designed 22-Ft. Express Cruiser

Small and compact, but with plenty of speed plus accommodations for four, is a fitting description of this modern express cruiser, designed by A. M. Deering and Son, Chicago. Dimensions are 22 feet 3 inches length over-all, 7 feet 10 inches beam and 1 foot 8 inches draft. The cabin headroom is 5 feet 8 inches.

The hull is of the V-bottom, planing type, designed for plywood planking.

It is designed to be powered with the Universal 65 HP Aqua-Pak V-Drive, which is compactly installed in the stern below the aft deck and seat. This arrangement leaves the cockpit free and allows more cabin room than with a conventional direct-drive engine installation.



Fiberglas 18-Ft. Cruiser for the Home Builder by Charles Bell

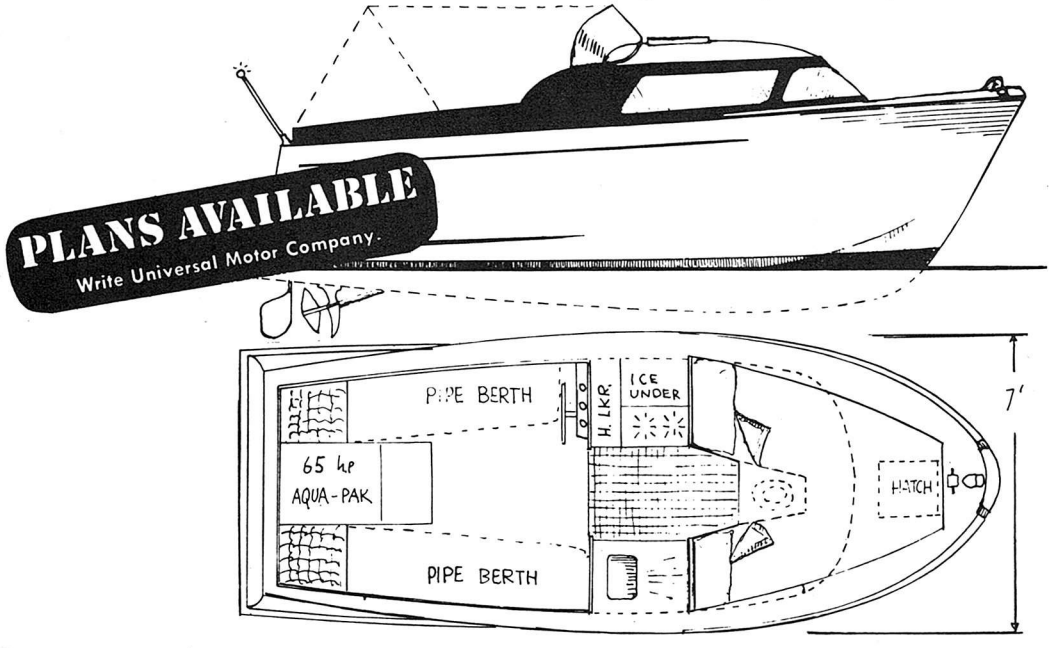
Length over-all. . . . . 18'
Beam . . . . . 7'
Power. . . . . Universal Aqua-Pak 65 h.p. Unimite Four
Speed. . . . . 24-25 m.p.h.
Gear Ratio. . . . . 1 to 1

Labeled the "Flying Fish," this 18' cabin cruiser is well named, for with the 65 h.p. Universal Aqua-Pak V-Drive, this boat will literally fly over the water, says the designer. Also, she will perform well with the more economical 25 h.p. Aqua-Pak motor.

Designed by Charles Bell, who designs almost exclusively in Fiberglas and other modern materials, "Flying Fish" is planned for a home workshop project.

Construction is simple: oak backbone, fir frames and stringers diagonally planked with narrow strips of 1/4" plywood, over which the Fiberglas skin is laminated, The Fiberglas mat is followed by one layer of Fiberglas basket weave roving. All fastenings are Monel ring nails except for a very few bolts in the keel and floor timber assembly.

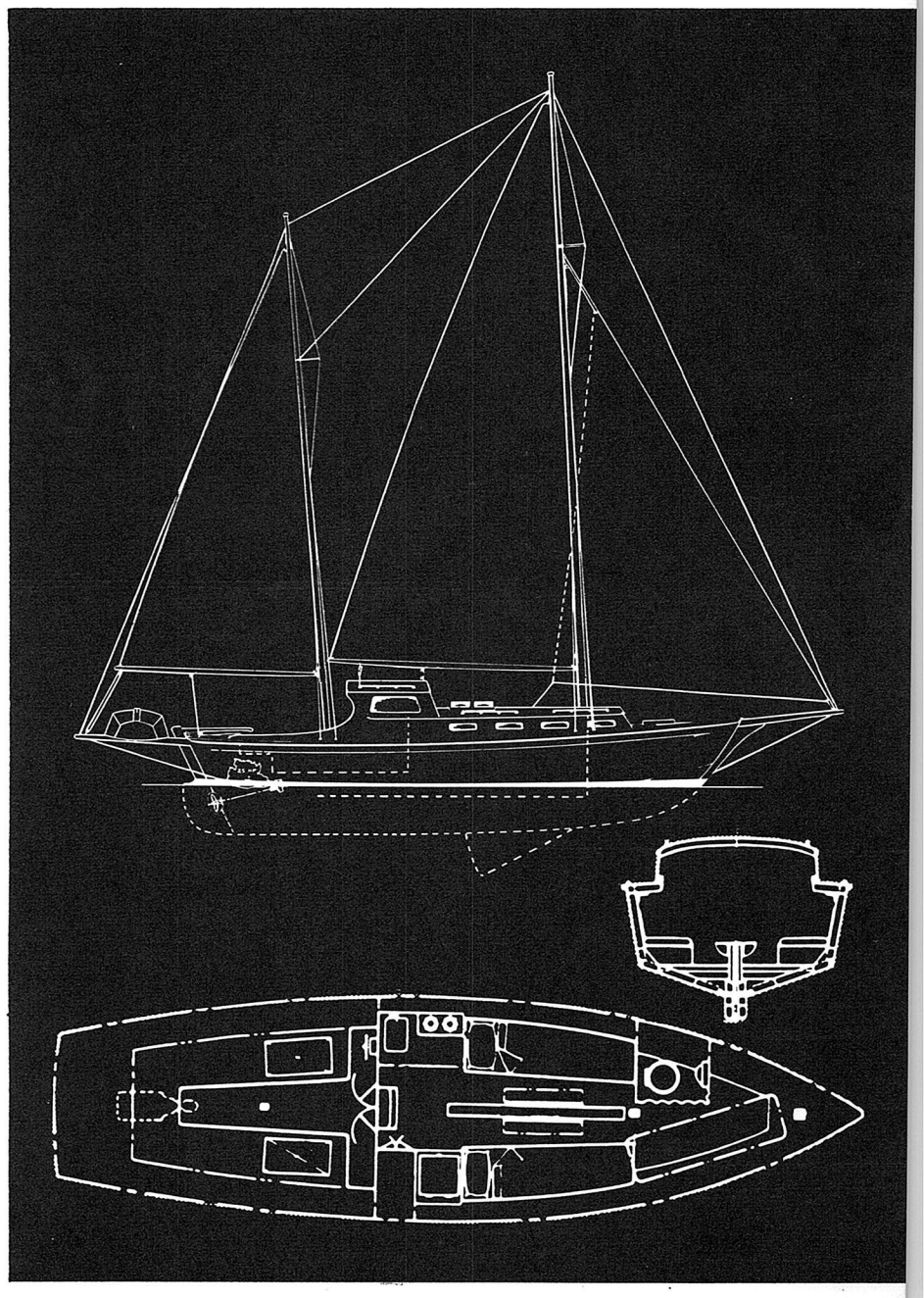
There are accommodations for two in the cabin, which houses the galley, hanging locker and head. Two guests can sleep on pipe berths in the cockpit, which has a convertible canvas top. Complete plans and building instructions available.



Shoal Draft Plywood Ketch

by Foltis Has Aqua-Pak Power

Length over-all. . . . . 31' 4"
Length waterline. . . . . 26' 9"
Beam . . . . . 8' 7"
Draft . . . . . 2' 9"
Displacement. . . . . 10,150 lb.
Sail area. . . . . 500 sq. ft.
Power. . . . . Universal Aqua-Pak V-25 h.p.



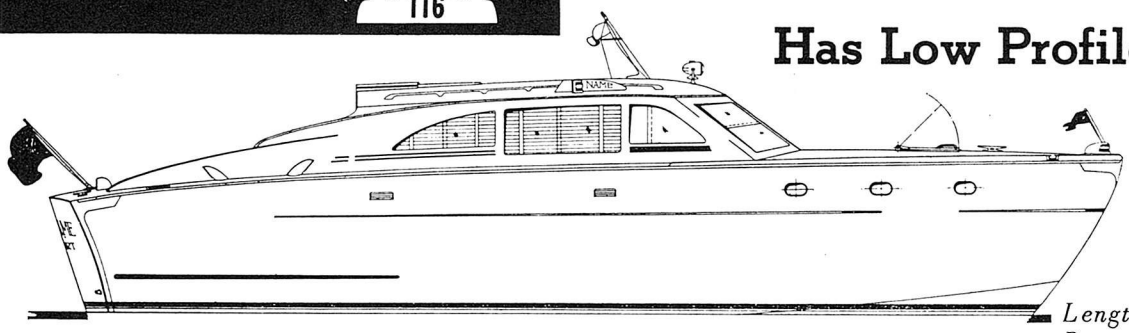
Constantine Foltis, Jr., of Brandywine, Maryland, designed this little, easy-to-build auxiliary for use on the Chesapeake Bay, but she should perform satisfactorily everywhere. It is strictly a cruising boat with as much in the way of accommodations as the length will possibly allow. She accommodates five people on extended cruises with two in the roomy, self-bailing cockpit. There is ample sitting headroom below.

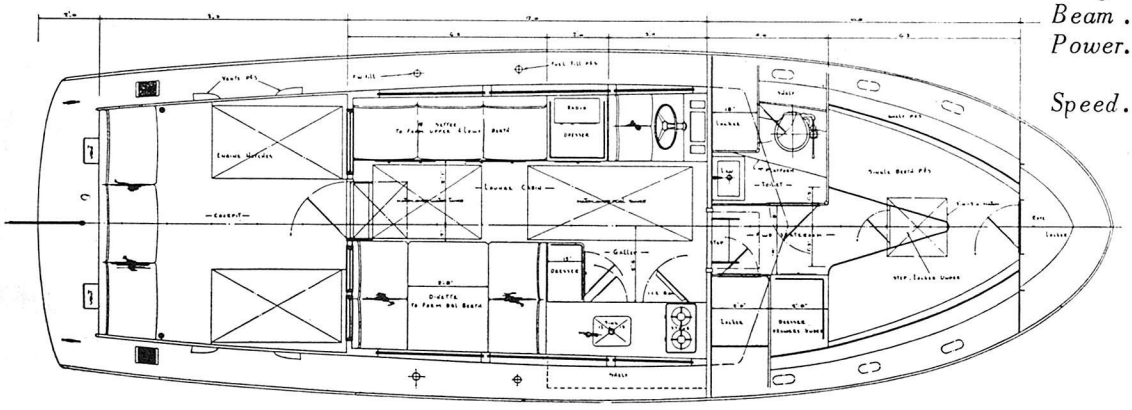
Economy was a main consideration of the designer in the construction of this little boat. Three-quarter-inch marine plywood is used for planking and decking and lighter plywood used extensively on the cabin doghouse and interior. Frame and keel are oak with fir bowsprit and boomkin. There are only ten frames in the hull.

Auxiliary power is the Universal Aqua-Pak Atomic Four V-Drive of 25 h.p., which should drive her close to 8 knots. The new V-Drive enables the motor to be pushed aft almost to the transom, completely out of the way of cockpit and cabin.

PLANS AVAILABLE
Write Universal Motor Company

Petchul Deckhouse Cruiser Has Low Profile with V-Drive





Length over-all. . . . . 35' 8"
Beam . . . . . 11' 5-1/2"
Power. . . .Twin 145 h.p. Aqua-Pak Super-Sixes
Speed. . . . . 24-28 m.p.h.

The designer, S. L. Petchul of Chicago, has achieved a very modern, low, rakish appearance for this 35' twin screw steel cruiser by the use of Universal V-Drive engines which are installed under the aft cockpit floor. There are sleeping accommodations for six – two in the forward stateroom and four in the main cabin. The galley, located in the main cabin, is practical and makes the galley slave feel he or she is still part of the crew. Main cabin headroom is 6' 4"; forward cabin, 6'.

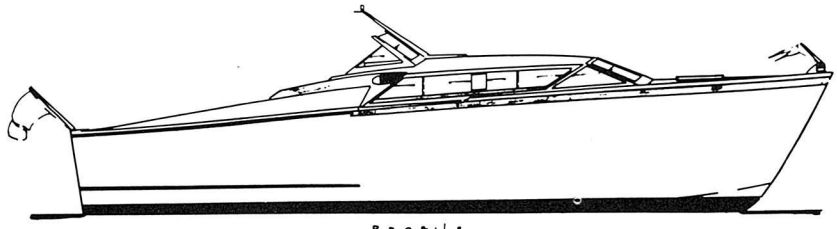
One of the deficiencies of some cruisers is the lack of adequate fuel and water capacity. This cruiser carries an ample 200 gallons of fuel and 85 gallons of water. The V-Drive is 2 to 1 reduction.

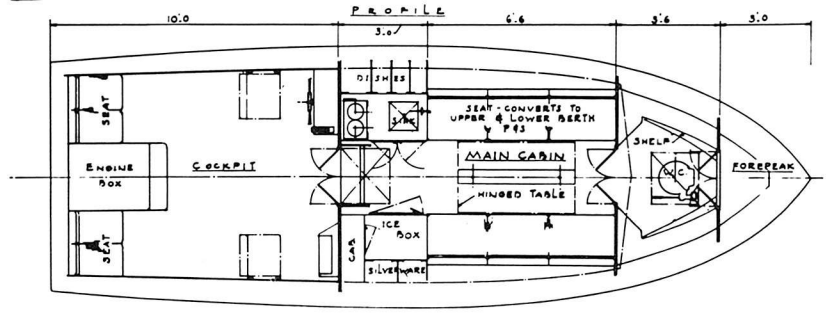
Construction is steel with wood cabin. The cabin is insulated with Fiberglas and the hull with Minnesota Mining Co. M-3 compound, which is sprayed on. Bilge spaces are all well ventilated.

Modern 26-Footer with Lots of Living Room by Petchul

Length over-all. . . . . 26'
Beam . . . . . 9'
Power. . . . . Universal Aqua-Pak 65 h.p.
Gear Ratio. . . . . 2 to 1
Speed. . . . . 16-17 m.p.h.

This low, handsome cruiser has the ideal arrangement for the small boat – plenty of sleeping space with four berths, and clothes closets, and a well-arranged galley. The large cockpit is 10' long.





She'll make a fine boat for either day cruising or longer trips and because of her size, maintenance and running expenses will be kept to a minimum, says her designer, S. L. Petchul of Chicago, Illinois. Displacement is about 6,000 lb. and there is tank space for 75 gallons of gasoline and 20 gallons of water. Hull is V-bottom with 3/4" Philippine mahogany side planking on white oak seam battens. Bottom is double layer of 9/10ths Philippine mahogany. Framing is white oak on 18" centers. Keel and stem are also white oak. Joiner work is marine plywood painted with mahogany trim.

With its stern-installed Aqua-Pak power plant, the large cockpit is unobstructed and there is no engine box in the cabin. There are 6 volt starting and lighting battery, electric bilge pump, bilge exhaust blower.

40-Ft. Racing-Cruising Sloop by William Garden

Length over-all. . . . . 40'
Beam . . . . . 8' 6"
Draft . . . . . 6'
Power. . . . . Universal 65 h.p. Aqua-Pak V-Drive

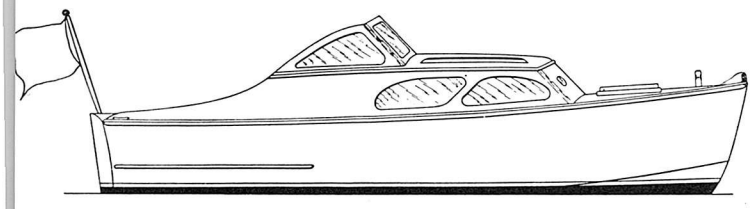


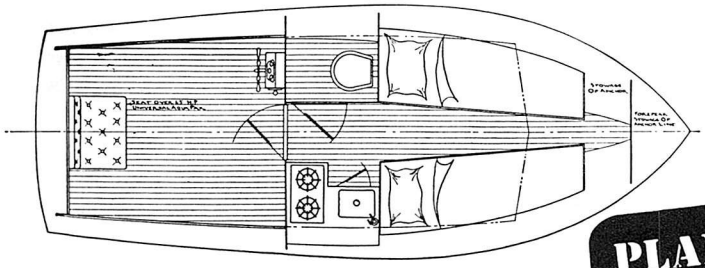
PLANS AVAILABLE
Write Universal Motor Company

"Gold Bug" is a new 40-ft. racing-cruising sloop by William Garden of Seattle, Washington. The hull form is of the modern, light-displacement type with light but strong construction and a thin keel. The hull is double-planked Alaska cedar on longitudinal framing, the skin being bonded together into the framing with Elmer's glue. Decks are double-planked plywood and every effort is made to produce a tremendously strong structure without excessive weight.

The general layout is the very popular arrangement with four berths, ample locker space and the toilet room located so the cook can be braced if the boat is in a seaway. A drop-leaf table is fitted in the after cabin and there will be ample shelf and locker space below the settee and under the deck.

With her Universal Unimite V-Drive 4-cylinder 65 h. p. power plant, she will do 7-8 m.p.h. This is installed entirely under the cockpit and does not extend into the cabin—making a more roomy boat. The ballast keel is of iron casting weighing 3600 pounds. She carries 514 sq. ft. in the mainsail and working jib.





Cruiser

20' x 18'6" x 7'6" x 1'8"

DAVID P. MARTIN, 109 28th Street South, Brigantine, N. J., submitted this cruiser and reports it will be a stock design. Instead of the usual arrangement of the berths in a vee shape forward, they are separated to permit the handling of the anchor from the forward hatch. She can be powered with an inboard or outboard engine. The new Universal Aqua-Pak 65 or 25 horsepower is planned for the inboard model.

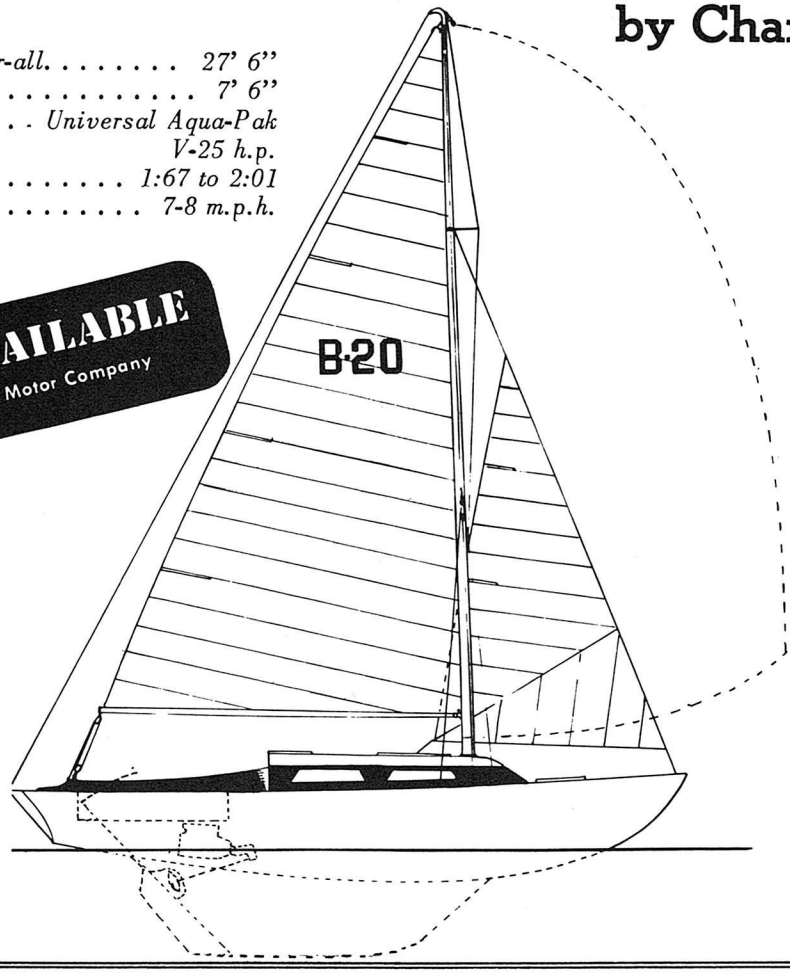
PLANS AVAILABLE
Write Universal Motor Company

Courtesy RUDDER MAGAZINE

Wood and Fiberglas Racing Auxiliary by Charles Bell

Length over-all. . . . . 27' 6"
Beam . . . . . 7' 6"
Power. . . . . Universal Aqua-Pak V-25 h.p.
Gear Ratio. . . . . 1:67 to 2:01
Speed. . . . . 7-8 m.p.h.

PLANS AVAILABLE
Write Universal Motor Company



This fast, light-displacement ocean racing cruiser features the new Aqua-Pak 25 h.p. motor as an auxiliary.

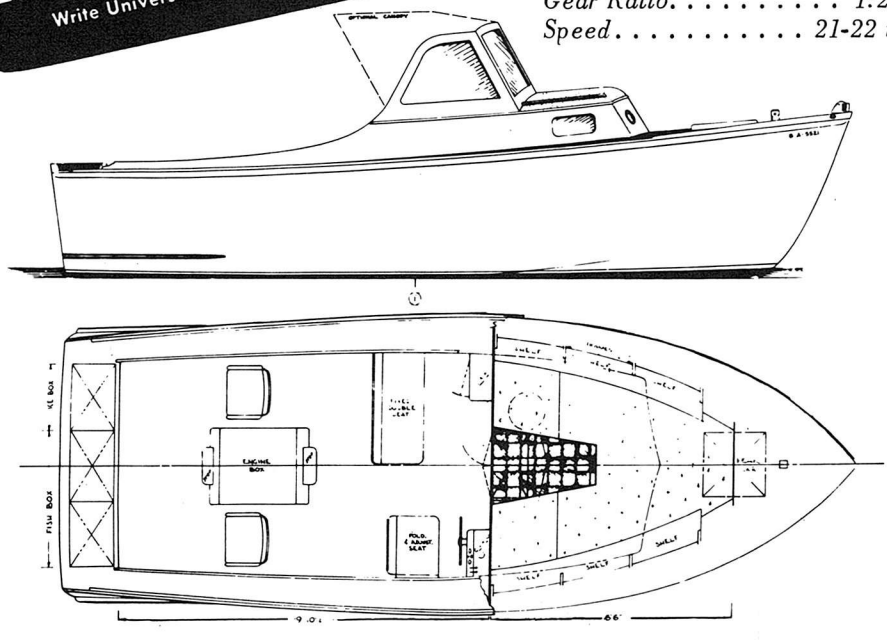
Designed by Charles Bell, San Francisco, for a group of Balboa, California, racing skippers who plan to form an association, this boat features Fiberglas in her construction. Specifications are rigid as all boats constructed are expected to be eligible to race in the class. Construction is simple, however, as she will be built mostly by the owners themselves in home workshop projects. The building of this hull is composite – wood and Fiberglas – and no mold is required; also, Monel ring nails are featured fasteners.

She will cruise two people in comfort and four people under racing conditions. A large cockpit and a simple rig make this boat a pleasure to sail. Building plans available at reasonable cost.

Sport Fisherman Designed by William Nielsen, Jr.

PLANS AVAILABLE
Write Universal Motor Company

Length over-all. . . . . 21' 6"
Beam . . . . . 7' 9"
Power. . . . Universal Unimite Four Aqua-Pak V-Drive 65 h.p.
Gear Ratio. . . . . 1:29 to 1
Speed. . . . . 21-22 m.p.h.



Designed as a sports fishing boat for plywood construction, this little ship is suitable for amateur or professional construction.

The cabin shows berths for two with toilet. While no galley is provided, it could be added by extending the trunk aft another two feet. The extra large cockpit is ideal for fishing. An interesting feature of Universal Aqua-Pak V-Drive is that it can be installed forward of the transom when desirable as in this case, so that fishing chairs and fish box and ice box are at the aft end. The engine box, which is just over a foot above the cockpit floorboard, takes little space and makes a handy table for the fishermen.

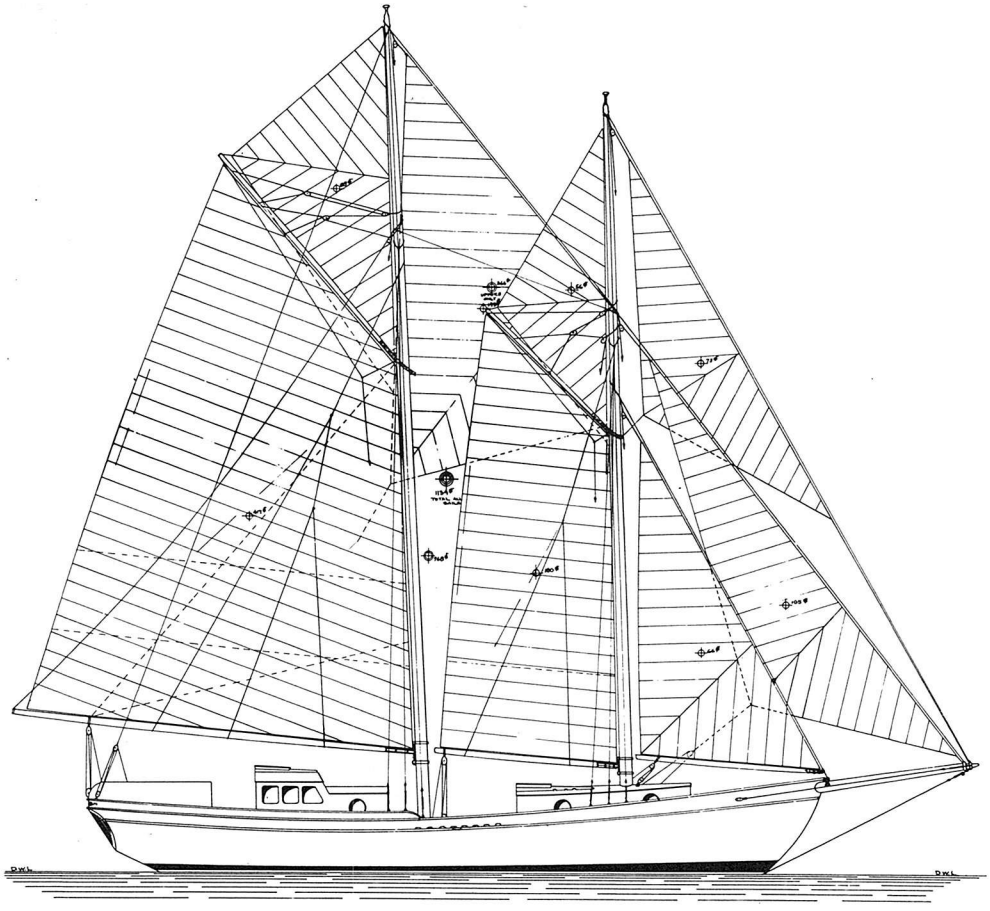
The boat will cruise economically at approximately 18 m.p.h. with a top speed of 22 m.p.h. Fuel consumption should be low and range is about 200 miles.

Heavy Cruising Schooner with Cargo Space

by Thomas E. Colvin

Length over-all. . . . . 41' 8"
Beam . . . . . 12' 1-1/2"
Draft . . . . . 5' 3"
Sail area. . . . . 1134 sq. ft.
Displacement. . . . . 31,000 lb.
Power. . . . Universal Unimite Four Aqua-Pak -65 h.p. V-Drive
Speed. . . . . 6-8 m.p.h.

This interesting schooner by T. E. Colvin of Hampton, Virginia, has very heavy displacement due to owner requirements which called for a cargo hold which is capable of carrying about four tons. Also, provision is made for stowage of skin diving equipment to be used on exploration parties, etc., at which time the cargo hold will be utilized. When used as yacht, the cargo hold will be fitted out as an extra cabin and all furnishings are so designed as to be removed or installed in units by merely unbolting from the bulkhead.

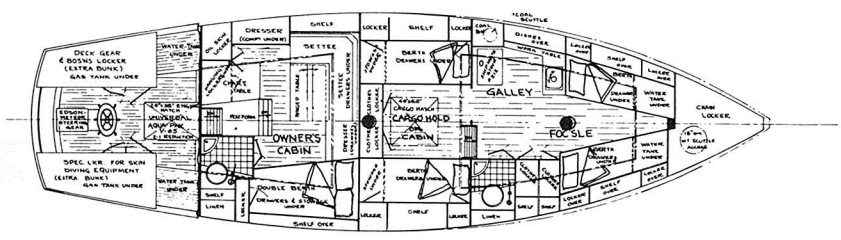


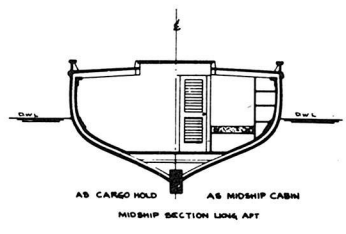
The focs'le accommodates two persons with ample locker space. It also has the galley and forward water closet. The owner's cabin is a complete unit with double berths, water closet, two dressers and a large "L" shaped settee, seating five. There is a platform above the sole upon which is located the navigator's nook.

Power is supplied by a Universal Aqua-Pak V-65 with 2 to 1 reduction gear. There is also a Universal light plant under the cockpit floor.

Note the quarter cabins located abreast the wheel on the main deck. These have a double purpose — storage space for lines and sail and skin diving equipment... and also converting into two small cabins, each of which has a bunk.

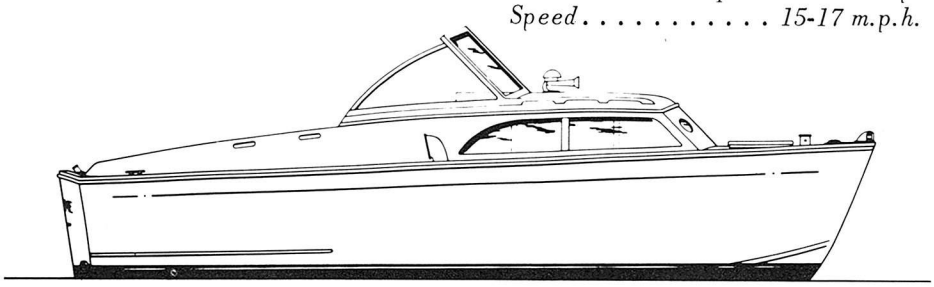
This design should prove to be a comfortable deep water sailing vessel with a good turn of speed under both sail and power.

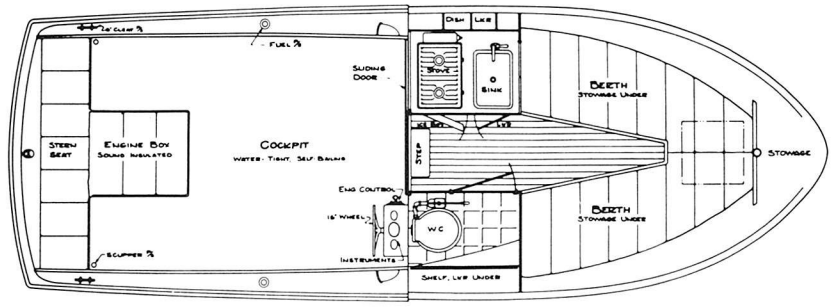




Small V-Drive Steel Cruiser by Wittholz

Length over-all. . . . . 21' 11"
Beam . . . . . 7' 9"
Draft . . . . . 2' 2"
Power. . . . . Aqua-Pak V-65 h.p.
Speed. . . . . 15-17 m.p.h.





Charles W. Wittholz of Silver Springs, Maryland, designed this good-looking, little steel cruiser for the American Steel Yacht Company of Cedarhurst, Long Island, New York, who will offer her as a stock model. She is of the developed surface V-bottom hull form and thus can be made either of steel or of plywood.

The boat has correct hull for taking sufficient power to drive at good speed and should plane easily and run levelly. The standard power will be a universal 65 h.p. Aqua-Pak.

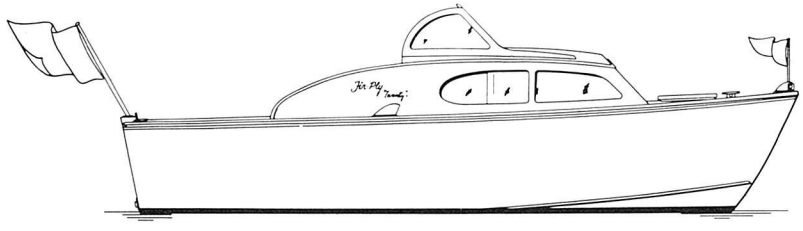
Accommodations are for two people with galley and enclosed toilet. The cabin has headroom of 5' 7". The large cockpit would take a sizable daytime party.

PLANS AVAILABLE
Write Universal Motor Company

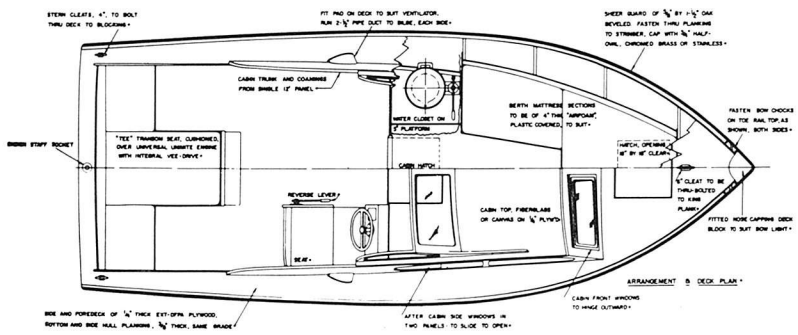
New Plywood Cruiser by David D. Beach

Length over-all. . . . . 20'
Beam . . . . . 8'
Power. . . . . Universal Aqua-Pak V-65 h.p.
Gear Ratio. . . . . 1:29 to 1
Speed. . . . . 20-21 m.p.h.

David D. Beach, Maywood, New Jersey, designed this cruiser for Douglas Fir Plywood Association. It is plywood planked, utilizing the products of the members of the Douglas Fir Plywood Association.



OUTBOARD PROFILE



It is the answer to the amateur builder's search for a suitable design from which he can build a really inexpensive cruiser. Of simple construction throughout, with transverse frames on a 25" spacing and a properly spaced series of longitudinal battens, the boat can be erected ready for planking in a very few hours. Planking is 3/8" "EXT-DFPA" plywood and is glued and screwed to the framing to provide a strong, yet light and seaworthy craft.

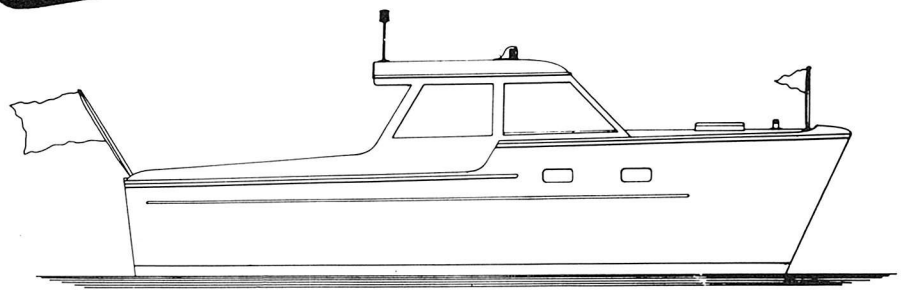
The design shows a V-Drive installation of the new Universal 65 h.p. with integral V-Drive. The cushioned "Tee" seat across the transom and over the engine box is amply large for sunning. The cockpit is otherwise uncluttered. Below deck are nearly full headroom and two berths with a small galley and a curtained water closet. Complete plans are available.

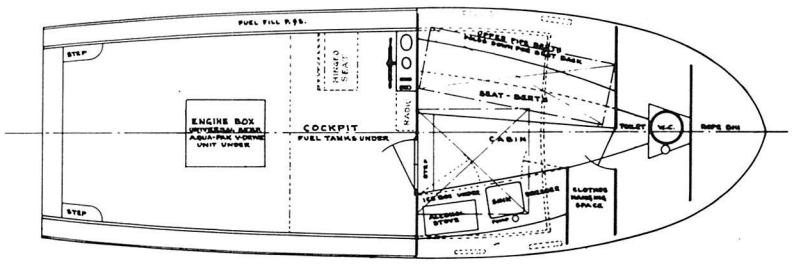
PLANS AVAILABLE
Write Universal Motor Company

24-Ft. Raised Deck V-Drive by Leonard Richards

PLANS AVAILABLE
Write Universal Motor Company

Length over-all . . . . . 24'
Beam . . . . . 8'
Power . . . . . *Universal Aqua-Pak 65 h.p. V-Drive*
Gear Ratio . . . . . *1:67 to 1*
Speed . . . . . *17-18 m.p.h.*





This good-looking cruiser has V-bottom design and is of moderately light construction and planned for a top speed of 18 m.p.h. It cruises at 14 miles continuously when equipped with a 65 h.p. Universal Aqua-Pak V-Drive with 1:67 to 1 reduction gear.

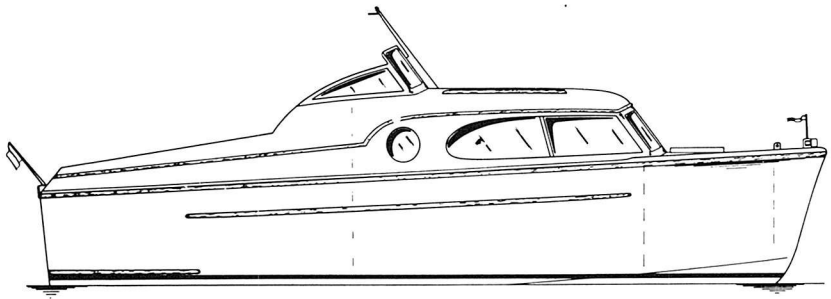
The cockpit is roomy and provides ample space for two fishing chairs. The cabin has a permanent seat that is also a lower berth. A hinged back forms an upper berth. There is a simple but ample galley with icebox, sink, stove, racks and lockers. The toilet room forward is roomy.

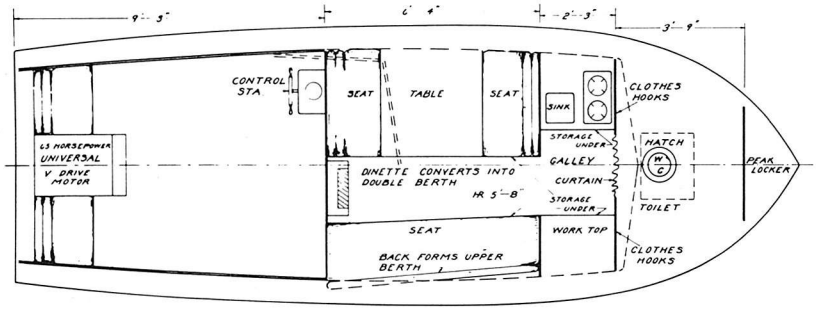
There is space for a ship-to-shore radio beside the helmsman's position. Fuel capacity is 60 gallons for a cruising range of 300 miles. There is a 25-gallon water tank installed forward for gravity feed. The large hatchway provides full headroom in way of the galley. Plans are available.

V-Drive-Powered Flying Bridge Cruiser by Claude Horst

PLANS AVAILABLE
Write Universal Motor Company

Length over-all . . . . . 23'
Beam . . . . . 8'
Draft . . . . . 1' 9"
Power . . . . . *Universal Aqua-Pak 65 h.p. V-Drive*
Gear Ratio . . . . . *1:29 to 1*
Speed . . . . . *21-22 m.p.h.*



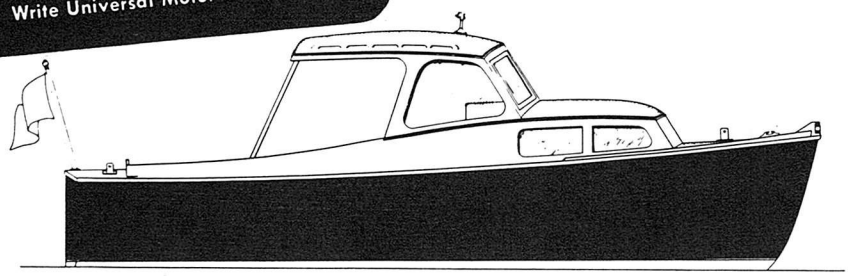


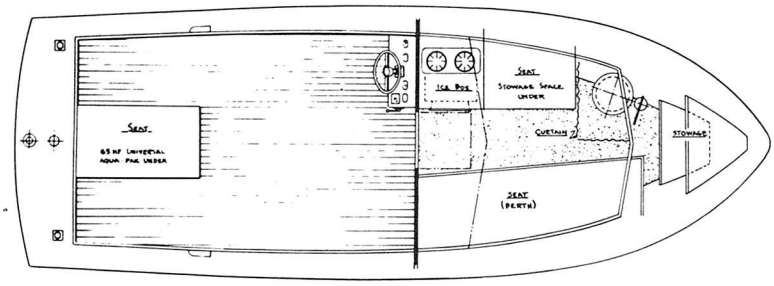
This substantial-looking craft by Claude W. Horst, Seattle, Washington, shows a V-bottom flying bridge sedan cruiser that should be an excellent sea boat. The hull is planked over oak frames. There is extended cruising accommodations for four persons with a dinette which converts into double berths.

The Universal V-Drive 65 h.p. Aqua-Pak was selected because it is a compact unit which is installed next to the transom, making the cockpit much more spacious and providing easier access to the cabin.

Wilson-Designed 22-Ft. Utility Fisherman

PLANS AVAILABLE
Write Universal Motor Company





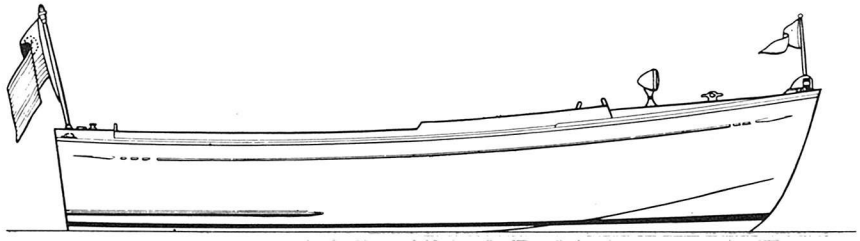
Length over-all. . . . . 21' 11"
Beam . . . . . 7' 9"
Draft . . . . . 20"
Power. . . . . Universal 65 h.p. Aqua-Pak
Speed. . . . . 18 m.p.h.

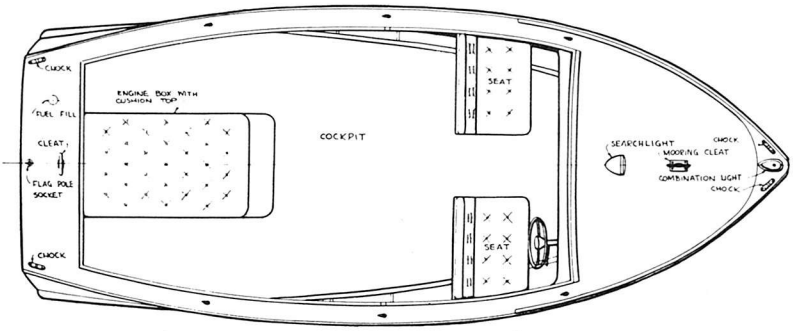
This design was prepared by S. Stephen Wilson, Annapolis, Maryland, especially for bay fishing and general utility. Specifications call for 1/2" white cedar planking copper riveted to 1/2" by 2" white oak seam battens. The hull has plenty of freeboard and generous flare. There is full headroom under the shelter top.

This boat is similar to one which the designer himself owns and which has proved very satisfactory for short cruises, fishing and general utility. Complete building plans are available.

Alden-Designed Rough-Water Launch

AAPL
DESIGN 919
19' AQUA-PAK LAUNCH





John G. Alden and Co., Inc., of Boston, Mass., naval architects, designed this trim little 19' 2" launch for Aqua-Pak power. She is a fast, rough-water boat, fine for coastwise fishing, water-skiing and aquaplaning as well as utility purposes.

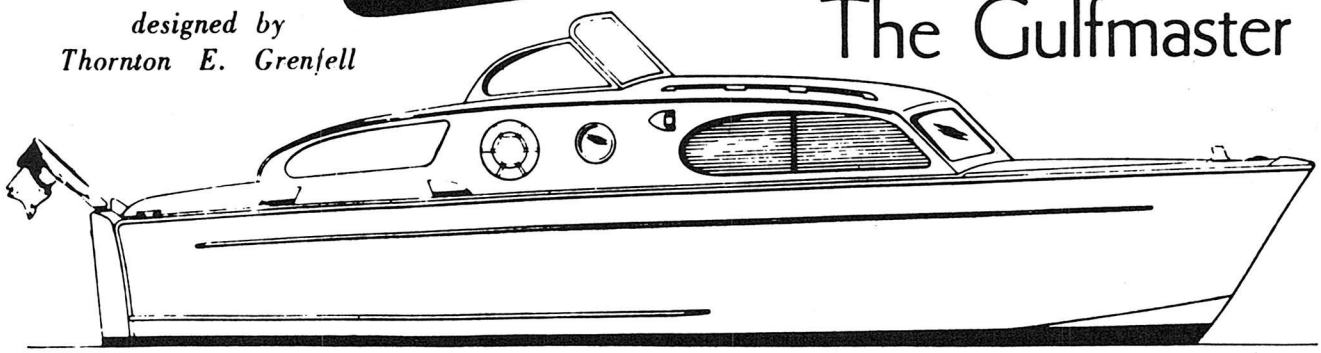
The stern-installed power plant provides a large, roomy cockpit, making her ideal for fishing and daytime parties.

PLANS AVAILABLE
Write Universal Motor Company

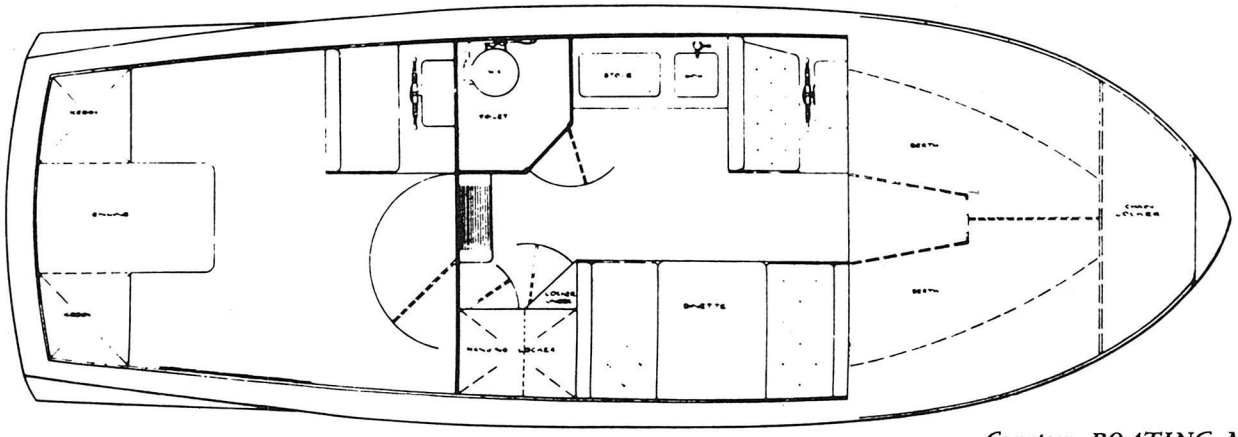
PLANS AVAILABLE
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The Gulfmaster

designed by
Thornton E. Grenfell



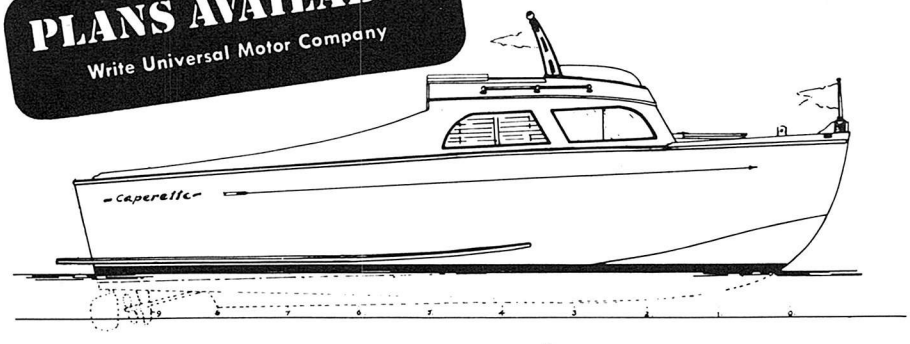
The "Gulfmaster" is a standard 28-foot cruiser being built by McQueen Boat Works of Vancouver. It has a beam of 9 ft., 9 ins. and with power from 100 to 150 hp., speeds from 20 to 26 m.p.h. are being obtained.

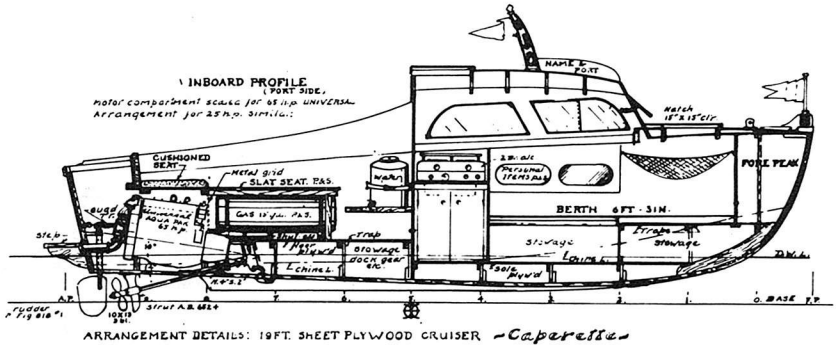


Courtesy BOATING MAGAZINE

Plywood Trailer-Cruiser by Floyd George

PLANS AVAILABLE
Write Universal Motor Company

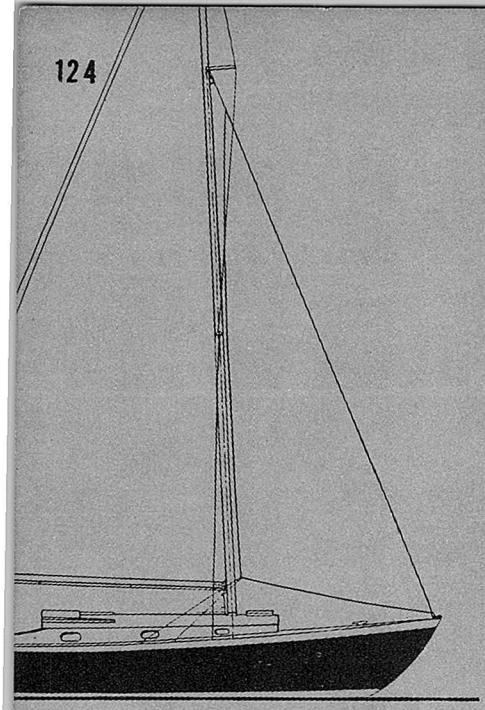




ARRANGEMENT DETAILS: 19FT. SHEET PLYWOOD CRUISER -Caperelle-

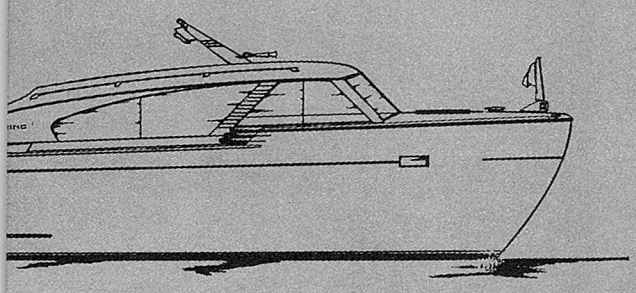
With the growing popularity of small cruisers that can be trailed over the highways for cruising different waters of the country, this new design by Floyd E. George of Grand Rapids, Michigan, should be very welcome. She is designed for home building of plywood by the amateur from complete plans which are available and can be powered by the Universal Aqua-Pak V-65 horsepower model for speeds up to 25 m.p.h.

Into her small size of 19' overall, 7' beam and 10" draft, Naval Architect George has put lots of comfort and accommodations. With cabin headroom of 4' 7", she has two good size berths, more than ample galley and water closet. The large cockpit will take a good size day party. The Aqua-Pak is at the stern under a short aft deck and the cushioned cockpit seat for a snug, space-saving installation.



It's the business of your Naval Architect to put more *pleasure* in your boating. He takes your ideas and fancies . . . adds his specialized technical skill . . . and behold: the wonderful result is the boat of your dreams! A boat that's safe, seaworthy, smart looking and fast (if you want it so) . . . a boat created just for you.

Yes, your Naval Architect is an important partner in your boating. Call on his help—either for a custom design or for one of his many standard designs which may be individualized to your tastes. Do this and your life afloat will be a happier, fuller, more funful one!



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Hendel, Geerd, Camden

Hinckley, H. R., Southwest Harbor

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Steinlein, Eric J., Cumberstone

(Continued on next page)

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Welch, Alan B., c/o Wm McCourt, R.D. 1, Rome

Wells, John H., 515 Madison Avenue, New York 22

Whittelsey, Newton H. Inc., 17 Battery Place, New York 4

OHIO

Clark, John B., 329 Kenmore Drive, Bay Village

Douglass, Boyd, Box 311, Painesville

Luedtke, R. A. & R. V., Pelnam Road, Toledo

Wood, Harold T., 1729 Talbot, Toledo 13

Wycoff, Arthur R., 23244 West Street, Berea

OREGON

Baier, L. S., 536 Meade Building, Portland

Dyer, Joseph M., 998 Ridge Drive, Astoria

Gooding, Earl E., 12300 S.W. Douglas Avenue, Beaverton

Kruse & Banks Shipbuilding, North Road

Windal, S., 6401 E. Burnside, Portland 16

(Continued on next page)

Your Naval Architect

Continued

PENNSYLVANIA

Bowes, Thos. D., 822 Lafayette Bldg., Philadelphia

Clarke, Wm. P. P. Jr., 519 W. Beechtree Lane, Wayne

Duncan, Philip J., 1001 Burbank Road, Port Vue, Mail McKeesport

Geiger, Frederick C., Yacht Sales & Service, 1528 Walnut Street, Philadelphia 2

Haskell, Ronald B., 143 Spring Ave., Hatboro

Hopkins, Joseph W., 12 New York Road, Hatboro

Richards, Leonard M., 333 West Lancaster Avenue, Wayne

Toms, H. W., Rt. 1, Box 297, New Hope

RHODE ISLAND

Beebe, R. P.
19 Bayside Ave., Newport

Briggs, M. J., Cranston

Gladding, Preston, 167 Mathewson Road, Barrington

Herreshoff, A. S. De W., 125 Hope Street, Bristol

Hollingworth, Norman T., 236 Gordon Avenue, Oakland Beach

MacNaught, M., 60 Chapin Road, Barrington

McAleer, John A., 184 Riverside Drive, Riverside 15

Schock, Edson P., Box 152, Kingston

TEXAS

Cook, William B. Jr., 1104 Linwood Circle, Pasadena

Freuod, E. C., Consolidated Steel Corp. of Texas, P.O. Box 341, Orange

Schuller, Robt. E. Jr., 4109 Duval, Houston 17

Snedeker, Monte H., Route 1, Box 28, Smithfield

Wasson, Dale, 1511 Craig, Corpus Christi

VIRGINIA

Bailey, H. H., Rockbridge Alum Springs, Goshen

Brock, P. A., 616 Newport News Ave., Hampton

Burroughs, John, 416 North Norwood Street, Arlington 3

Colvin, Thomas E., 18 Hickory Hill Road, Hampton

Dankers, George A. Jr., 3215 North George Mason Drive, Arlington 7

Gregory, Joseph F., 809 Pepper Avenue, Richmond 26

Henry, R. G. Jr., 211 Duke Street, Alexandria

McAleer, Roger W., 3449 South Wakefield Street, Arlington

Miller, Samuel P., 3746 Valley Drive, Alexandria

Turner, James N., 806 Club Drive, Richmond

Vincent, S.A., P.O. Box 411, Newport News

WASHINGTON

Crocker, Belvia C., Box 412, Darrington

Garden, William, c/o Maritime Shipyards, 2620 Commodore Way, Seattle

Hanson, H. C., 102 Coman Ferry Terminal, Seattle

Horst, Claude W., 6515 Earl Avenue, N.W., Seattle

Howell, Walter C., 102 Pier 52, Seattle 4

Jensen, B. F., 1211 East 97th St., Seattle 5

Johnson, H. R., Box 394, Winslow

Lee, Harold, 5150 Arcade Building, Seattle 1

Meyers, Ray R., Bayview Road, Burton

Monk, Edwin, 1500 Westlake North, Seattle 9

Nordstrom, Carl J., 534 Exchange Building, Seattle 4

Nyberg, Carl O., 3220 Portage Bay Place, Seattle

Seaborn, Ben, 4700 East 40th St., Seattle 5

Spaulding, Philip F., 65 Marion Street Viaduct, Seattle

Steel, R. R. Jr., 2727 16th Avenue, S.W., Seattle 4

Stewart, Henry A., 1428 E. Second Street, Port Angeles

Street, R. E., 104-1/2 South H, Aberdeen

Strickland, Frank E., Northlake Marine Works, 929 Northlake Avenue, Seattle 3

Sturdevant, F. E., 1336 Lenore Drive, Tacoma 66

Sweeny, David J., Burton

Williams, Quent, 12 D Street, S.W., Auburn

Widerquist, Pfc. Allan L., U.S. 55195028, Hq. & Hq., Co. Boat Bn., 369 EASR, Fort Worden

WISCONSIN

Crandall, Bruce N., Three Lakes

Haertel, Walter W., Nautical Drive, Sturgeon Bay

McGinnis, D. S., Sturgeon Bay

Stearn, R. A., 100 Iowa Street, Sturgeon Bay

ALASKA

Sutton, William S., P.O. Box 95, Sitka, Alaska

HAWAII

Simmerer, E. R., 1651 Ala Moana Road, Honolulu, Hawaii

ONTARIO, CANADA

Barnes, Earle C., R.R. No. 2, Gormley

Bawden, Henry, 125-4th Street, North, Kenora

Bourke, C. W., c/o Commission Bldg., Toronto 2, Bourke & Maybee, Harbour

Brinsmead, R. J., Box 497, Niagara on the Lake

Cuthbertson, George, 4 Olympus Avenue, Toronto 3

White, Donald R., General Delivery, Grimsby

QUEBEC, CANADA

McCrea, Edward J., North Hatley

Tucker, G. R. E., 22 Vinet St., Strathmore Dorval

BRITISH COLUMBIA, CAN.

Brandlmayr, John, 4260 Irmin Street, South Burnaby, Vancouver

Grenfell, Thornton E., 1575 West Georgia Street, Vancouver

NOVA SCOTIA

Roue, W. J., Box 951, Halifax,

OTHER COUNTRIES

McCloskey, Bruce B., c/o Luzon Stevedoring Company, Box 582, Manila, Philippine Islands

Robb, Arthur C., 39 Vandon Court, Petty France, Westminster, S.W. 1, England

Cox, Col. Leonard, Coral Bay, St. John, Virgin Islands

This Listing is as complete and accurate as we have been able to make it. However, Universal Motor Company cannot be responsible for any errors in the listing of names and addresses or for omissions.

Complete Listing of Universal Marine Motors

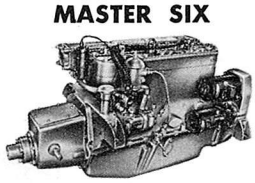
...a model for every boat

SUPER-SIX



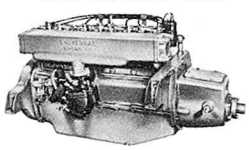
145 horsepower Commodore Models
130 horsepower Stevedore Models
340 cubic inch piston displacement
Length: (direct drive) 45⅓"

MASTER SIX



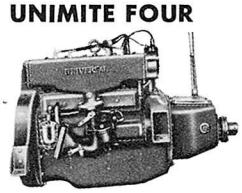
105 horsepower
237 cubic inch piston displacement
Length: 40⅝"

EXPLORER SIX



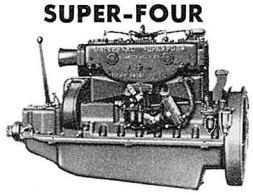
95 horsepower
230 cubic inch piston displacement
Length: 40⅝"

UNIMITE FOUR



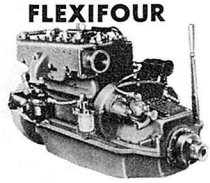
65 horsepower
141 cubic inch piston displacement
Length: 31 11/16"

SUPER-FOUR

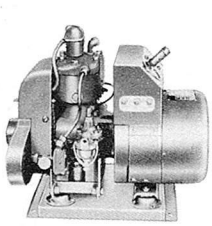


50 horsepower
149.3 cubic inch piston displacement
Length: 39⅝"

BLUE JACKET FLEXIFOUR



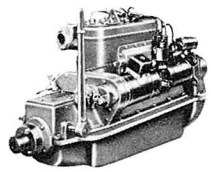
45 horsepower
99 cubic inch piston displacement



True-Marine Lighting Plants

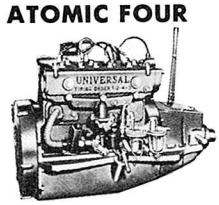
A broad line with 6, 12, 32 and 110-volt models from 300 watts. All models water-cooled—designed for safe, permanent installation anywhere below deck. Complete literature on request.

UTILITY FOUR



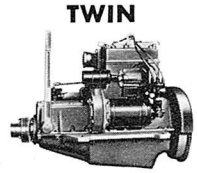
25 horsepower
95 cubic inch piston displacement
Length: 34 13/16"

ATOMIC FOUR



25 horsepower
64.46 cubic inch piston displacement
Length: 26¾"

BLUE JACKET TWIN



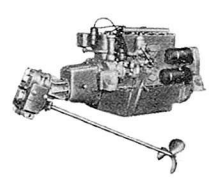
12 horsepower
49.5 cubic inch piston displacement
Length: 28⅛"

FISHERMAN

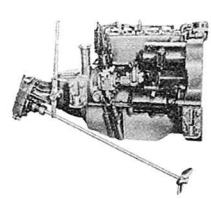


8 horsepower—1 cylinder
67.6 cubic inch piston displacement

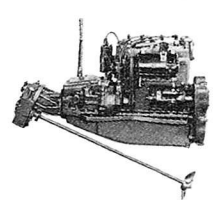
AQUA-PAK V-DRIVE MODELS



Super-Six
130 & 145 horsepower



Unimite Four
65 horsepower



Atomic Four
25 horsepower

Complete Illustrated Literature Available on All Models

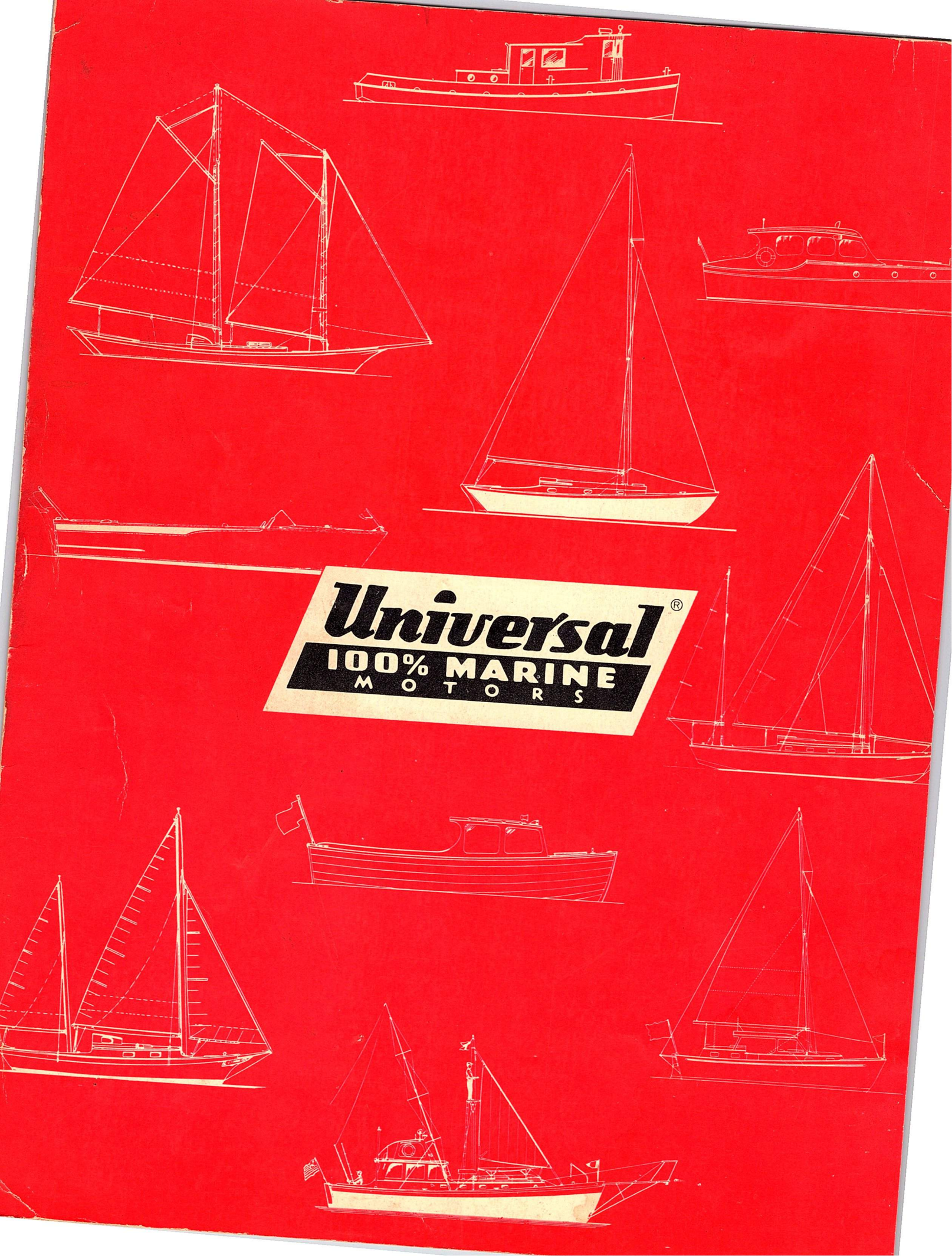
UNIVERSAL MOTOR COMPANY

Designers and manufacturers of 100% marine motors since 1898

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100% MARINE
MOTORS